The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5036 | 光緒三十一年十二月初二日 | WEDNESDAY, DECEMBER 27, 1905. | 三拜禮 | 英港香十二月廿七號 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $18,500,000
Silver Reserve .....$ 8,500,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson. | F. Salinger, Esq.
E. Goetz, Esq. | R. Shellim, Esq.
C. R. Lenzmann, Esq. | Hon. R. Shewan.
G. H. Medhurst, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On current Account at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 16th November, 1905. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23

DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow. Peking.
Tientsin. Tsinanfu. Tsingtau. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft } Berlin.
Deutsche Bank } Berlin.
S. Bleichroeder } Berlin.
Berliner Handels-Gesellschaft } Berlin.
Bank fuer Handel und Industrie } Berlin.
Robert Warschauer & Co. } Berlin.
Mendelssohn & Co. } Berlin.
M. A. von Rothschild & Soehne } Frankfurt a/M.
Jacob S. H. Stern } Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager.
Hongkong, 9th September, 1905. [25

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,940,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	HONOLULU.
NAGASAKI.	SHANGHAI.
LYONS.	NEWCHWANG.
SAN FRANCISCO.	MUKDEN.
BOMBAY.	PORT ARTHUR.
TIENTSIN.	CHEFOO.
PEKING.	DALNY.
KOBE.	TIE-LING.
LONDON.	OSAKA.
NEW YORK.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ „ 6 „ 4 „
„ „ 3 „ 3 „

TAKEO TAKAMICHI,
Manager.
Hongkong, 25th September, 1905. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £875,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE
Manager.
Hongkong, 18th May, 1905. [24

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 „ 4 „ „ „ „
3 „ 3 „ „ „ „

H. PINCKNEY,
Manager.
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905. [21

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.
38]

WHEN YOU SEND YOUR "BOY" FOR
Fresh Australian Butter
See that he gets the "Princess" brand, the best made in Australia.
The wrapper of every pat bears our name and address.

THE MUTUAL STORES,
GENERAL STOREKEEPERS.
HONGKONG AND CANTON.
Hongkong, 20th September, 1905. [948

D. NOMA, TATTOOER,
66, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904. [47

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	OCEANA..... W. Haywd, R.N.R.....	About 30th December	Freight and Passage.
LONDON, &c.....	CHUSAN..... H. W. Enrick, R.N.R.	Dec. 30th, Noon	*See Special Advertisement.*

For Further Particulars, apply to

E. A. HEWETT, Superintendent.
Hongkong, 27th December, 1905. [2

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

NEW STOCKS JUST ARRIVED
OF
BRASS CURBS, FENDERS, BRASSES, FIRE IRONS & DOGS, COAL VASES.
RIPPINGILLE'S OIL HEATING STOVES.
SLOW COMBUSTION STOVES.
COOKING UTENSILS OF ALL DESCRIPTIONS.
HINK'S LAMPS & LAMP SHADES.
KENT'S CELEBRATED BRUSHES.
CASH, DESPATCH, & DEED BOXES.

LANE, CRAWFORD & CO.
Hongkong, 30th October, 1905. [34

TURKISH CIGARETTES.

ESTD 1864 — TRADE MARK

JOHN PETRINO & CO.

GRAND FORMAT	Per Tin of	50	$1.75
GOLD TIPPED	„ „	50	1.60
STAR OF INDIA	„ „	100	2.75
PRINCESS	„ „	100	2.20
NON PLUS ULTRA	„ „	100	2.00
DAMAS	„ „	100	1.75

Telephone No. 7

SOLE AGENTS
CALDBECK MACGREGOR & CO.,
15, Queen's Road Central.
Hongkong, 8th December, 1905. [37

THE ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS
IN
RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE, PILES.

ALEXANDRA BUILDINGS,
HONGKONG.
Hongkong, 12th July, 1905. [208

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING OF THE UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Registered Office of the Society, No. 1, Queen's Buildings, Victoria, in the Colony of Hongkong, on THURSDAY, the 4th day of January, 1906, at 11.30 o'clock in the forenoon, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 20th day of December, 1905, will be submitted for confirmation as a Special Resolution.

"That the Capital of the Society be increased "to $3,100,000 by the creation of 2,400 "additional ordinary shares of $250 each "(whereof $100 shall be credited as paid "up) ranking for dividend and in all other "respects pari passu with the existing ordinary shares of the Society; and that the "said additional shares, so far as shall be "necessary for the purpose, be issued to "those shareholders of the CHINA TRADERS "INSURANCE COMPANY LIMITED who "have accepted or shall accept the Society's "offer made to them on the 25th August, "1905, such issue being in accordance with "the terms of a contract or memorandum "in writing made or to be made pursuant "to the said offer and to be filed with the "Registrar of Companies; and that the "balance, if any, of the said additional "shares be disposed of by the Board in "such manner as it shall think most beneficial to the Society."

Dated the 20th day of December, 1905.
By Order of the Board,
W. J. SAUNDERS,
Secretary.
1277]

SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the WESTERN DIVISION of the CITY OF VICTORIA occupied by members of more than one family must be Cleansed and Limewashed THROUGHOUT by the owner during the months of November and December.

N.B.—The word "Throughout" used in this notice means that the Houses should be Limewashed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Underside of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

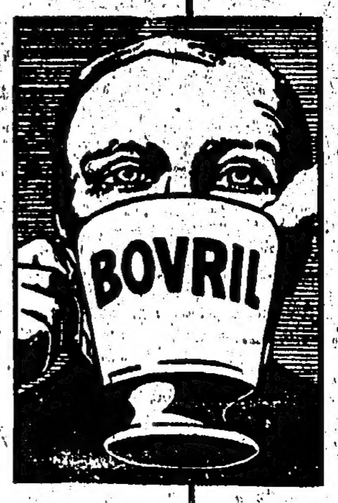
The Back Yard should have its containing Walls Limewashed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed but must be Cleansed.

The Western Division of the City lies to the West of Tank Lane and Cleverley Street.

C. A. WOODCOCK,
Secretary.
Dated this 2nd day of December, 1905. [1287

Intimations.



The cup that feeds.

57]

THE COSMOPOLITAN,
A MONTHLY ILLUSTRATED MAGAZINE.

OPINIONS OF THE PRESS.

".....everyone is bound to appreciate the departure from the stereotyped canons which this magazine promises.....its pages are bright without being shocking.—Its articles crisp, original, and well written, its illustrations are artistic and enhance the value of the journal....."—*Hongkong Daily Press*, 27th October, 1905.

"The praise which we gave to the first number of the COSMOPOLITAN may honestly be repeated in reference to the second number.....There is something very attractive in the unity which pervades the magazine through its being a one-man affair, and that one man being such an acute student of passing events and wielding such a vigorous pen."—*N.-C. Daily News*, 30th October, 1905.

".....The many articles are well and brightly written.....there should be little doubt of success....."—*Shanghai Times*, 20th September, 1905.

".....Though the language of the staff is not English, the English of THE COSMOPOLITAN, idiomatically and grammatically, is irreproachable."—*China Gazette*, 22nd September, 1905.

".....Among these are 'The Art of Eating,' a witty and observant discourse on 'modern table manners.....It is certainly a heterogenous collection of wit and wisdom, *but it is the ideal of a Far Eastern magazine*, for it will sober the over-spirited or brighten the gloomy, just as the spirit moves the reader ..... Taken altogether THE COSMOPOLITAN is brightly written, up-to-date, and entirely interesting....."—*Hongkong Telegraph*, 29th September, 1905.

".....Le champ d'observation de notre nouveau confrère est si vaste que nous croyons que la "copie" ne lui manquera pas, et nous lui souhaitons tout le succes desirable."—*L'Echo de Chine*, 20th September, 1905.

".....quite a new feature in Far Eastern journalism.....the quality of the letterpress is well worth the handsome setting.....We have found a good deal of sound common sense in articles as well as no little fun and humour..... matters calculated to interest not only the foreigner in Shanghai and Chinese Treaty ports, but in Japan":—*Japan Chronicle*, 12th October, 1905.

".....It is a very promising publication. The pictures are excellent.....one wonders how it is to be produced month after month."—*Japan Daily Mail*, 13th October, 1905.

In a few months the magazine will be written for subscribers only, and you will not be able to buy single copies.

The Christmas number will contain about 150 pages with nearly 100 illustrations and will cost $2.00 to non-subscribers whereas subscribers will get it at the usual price of $1.00.

SUBSCRIPTION.—$6.00 for six months plus 50 cents postage. Subscribers joining now may still get back-numbers from September, but as we have only 81 copies left for September and 52 for October it will be necessary to apply at once to:—

THE COSMOPOLITAN,
35, SZECHUEN ROAD, SHANGHAI.

Please note my name as a subscriber to the COSMOPOLITAN for 6 months beginning from.....

Enclosed please find $6.50.

Name of Subscriber.....

Address.....

Hongkong, 12th December, 1905. [1233

"MINIMAX"
HAND
FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. *Minimum of Price, Weight and Size.*

"MINIMAX"

Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [553

Hotel.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

H. HAYNES,
Manager.
Hongkong, 20th December, 1905. [66

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " G. F. Morrison, R.N.R.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons.....Captain W. A. Valentine.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Hung-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

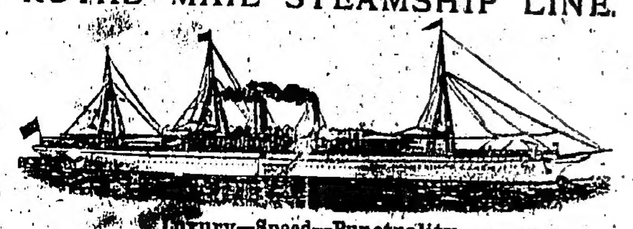
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905. [9

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



"Luxury—Speed—Punctuality."

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF CHINA"	6,000	WEDNESDAY, Jan. 10	Jan. 31
"ATHENIAN"	1,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPRESS OF INDIA"	6,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR"	4,425	WEDNESDAY, Feb. 21	Mar. 17
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, Mar. 7	Mar. 28

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....*via* St. Lawrence £60. *Via* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handy Books, Rates of Freight and Passage, apply to

D. BROWN, General Agent.

Hongkong, 13th December, 1905. *Corner Pedder Street and Praya, opposite Blake Pier.* [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.	
AMERIA / Wilnnenberg	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	16th Jan.	Freight.
BRISGAVIA / Russ	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	24th Jan.	Freight.
RHENANIA * / Förck	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th Feb.	Freight and Passengers.

FOR ODESSA (DIRECT),
(Calling at SINGAPORE and COLOMBO).
ARCADIA, Captain Schmidt, about 1st January, Freight.
RHAETIA, Captain Behrens, about 3rd January, Freight.
ANDALUSIA, Captain Filler, about 8th January, Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
King's Buildings.

Hongkong, 27th December, 1905. [4

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [18

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers & Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Steamers.	Sailing Dates.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.

ON WEDNESDAY, the 3rd day of January, 1906, at Noon, the Steamship *PRINZ EITEL FRIEDRICH*, Capt. E. Michow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 1st January, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 2nd January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 2nd January.

Contents of Packages are required. No Parcel Receipts will be signed for less than $1.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

Steamers.	Tons.	Sailing Dates.
PRINZ WALDEMAR	3,227	TUESDAY, 9th January.
PRINZ SIGISMUND	3,302	TUESDAY, 6th February.
WILLEHAD	4,762	TUESDAY, 6th March.

ON TUESDAY, the 9th January, 1906, at Noon, the Steamship *PRINZ WALDEMAR*, Capt C. Wollemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

For	Steamer	About
YOKOHAMA & KOBE	*PRINZ SIGISMUND**	TUESDAY, 16th Jan.
SHANGHAI, TSINGTAU, NAGASAKI, KOBE & YOKOHAMA	*ROON*	WEDNESDAY, 3rd Jan.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PREUSSEN*	WEDNESDAY, 17th Jan.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 21st December, 1905. [3

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905. [713

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI.....	JAPAN	First half January	JAVA PORTS	First half January
TJILIWONG..	JAVA	First half January	JAPAN VIA SHANGHAI	Second half January
TJILATJAP...	JAVA	Second half January	JAPAN VIA SHANGHAI	First half February
TJIPANAS ...	JAPAN	Second half January	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 23rd December, 1905. [14

Dentistry.

DR. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. [67

TSIN TING,
LATEST METHODS OF DENTISTRY.
STUDIO AT No. 14, D'ACOSTA STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904. [66

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [76

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to Colombo.	Tons.	Leave Hongkong. Noon,	Saturday.	Connecting Steamers from Colombo to Marseilles & London.	Tons.	Due at Marseilles (Brindisi 2 days earlier). Saturday.	Due at Plymouth (London 1 day later). Friday.
ARCADIA	7,000	Feb. 10		BRITANNIA	7,000	Mar. 10	Mar. 16
DELHI	8,000	Feb. 24		MOLDAVIA	10,000	Mar. 24	Mar. 30
DONGOLA	8,000	Mar. 10		MONGOLIA	10,000	April 7	April 13
DELTA	8,000	Mar. 24		MOOLTAN	10,000	April 21	April 27
OCEANA	7,000	April 7		MARMORA	10,500	May 5	May 11
						Sunday.	Saturday.
ARCADIA	7,000	April 21		VICTORIA	7,000	May 20	May 26
DEVANHA	8,000	May 5		HIMALAYA	7,000	June 3	June 9
DONGOLA	8,000	May 19		INDIA	8,000	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

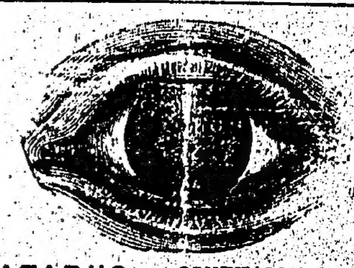
Steamers.	Tonnage.	Leave Hongkong About	Due at London About
† JAPAN	4,500	Feb. 14	Mar. 31
SUMATRA	5,000	Feb. 28	April 14
NUBIA	6,000	Mar. 14	April 28
† JAVA	4,500	Mar. 28	May 12
† FORMOSA	4,500	April 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
† "JAPAN," "CEYLON" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 13th December, 1905. [175

EYES  RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1905. [40

Hotels.

Telegraphic Address: "CONNAUGHT." **CONNAUGHT HOTEL.** Telephone, No. 170.

HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and Lofty Rooms, Elegantly Furnished. Flush Water Lavatories,
Hydraulic Elevator. Excellent Cuisine and Wines.
Hot and Cold Water Baths and Shower Baths. Under European Management.
Launch Service for Guests.

Hongkong, 16th June, 1905. [656

VICTORIA HOTEL,
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.

MACAO HOTEL
MACAO, CHINA.
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

(37) W. TARMED, Proprietor.

Intimation.

POWELL'S

GENTLEMEN'S DEPARTMENT,

28, Queen's Road,

(OPPOSITE THE CLOCK TOWER.)

SMART WOOLLEN

DRESSING GOWNS

and

SMOKING JACKETS,

from $11 to $50 each.

SOLF-LEATHER, LINED LAMB'S WOOL,

HOUSE BOOTS,

Very comfortable and warm.

CARDIGAN WAISTCOATS,

Exclusive Designs.

SMART GOLF & MOTOR

CAPS,

Newest Shapes.

TWEED

SHOOTING HATS.

BLACK & GREY

BOWLER HATS,

"The very Latest."

MEDIUM AND LIGHT-WEIGHT

FLANNEL SHIRTS.

PATENT

BOOTS & SHOES,

Three Smart Shapes.

HALF-HOSE, GOLF HOSE, RUGS, SUIT CASES, STICKS, OVERCOATS, WATERPROOFS, &c., &c., &c.

INSPECTION INVITED.

Wm. POWELL, Ld.,

28, Queen's Road,

HONGKONG.

Hongkong, 23rd December, 1905. [13

Intimations.

CHRISTMAS AND NEW YEAR PRESENTS.

NEW LARGE ASSORTMENT of

HIGH CLASS GOLD JEWELLERY, with and without PRECIOUS STONES.

Gold Watches, Silver Ware, Clocks, Gramophones, Bronzes, Fancy Goods, &c.

Open during Christmas Week, from 8 A.M. to 6 P.M.

J. ULLMANN & Co.,
Opposite General Post Office.

Hongkong, 21st December, 1905. [1278

NOW IS THE TIME TO DO YOUR SHOPPING.

NOW ON SHOW!

A LARGE variety of Tom Smith's CRACKERS, Cadbury's CHOCOLATE, in Fancy Boxes, suitable for presentation.

A select assortment of English and French SWEETS, from the well-known makers of London and Paris.

ALSO

Raphael and Tuck's XMAS and NEW YEAR CARDS of the prettiest design.

10 % Discount.

H. RUTTONJEE,
No. 5, D'Aguilar Street, Hongkong,
and
37 and 38, Elgin Road, Kowloon.

Hongkong, 21st December, 1905. [58

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have always a large assortment in stock.

The oldest established EUROPEAN BAKERS in the Colony.

Hongkong, 30th September, 1905. [978

WILTSHIRE — As Supplied to — HARRIS'S — His Majesty The KING — BACON & HAMS

Gold Medals PARIS 1889 & 1900

Regd HARRIS CALNE WILTS Brand

HARRIS, CALNE WILTS England.

REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [579

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1905. [1195

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904 [27

ORIENTAL HOTEL,
MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—

THE MANAGER.

Macao, 16th October, 1905. [880

AMOK IN SULU.

AMERICAN SOLDIER KILLED AND ANOTHER WOUNDED.

[*Special Correspondence.*]

Jolo, Sulu, P. I., 14th Nov.

Another "juramentado" affair here last night resulted in the death of a private belonging to the 20th Infantry and the wounding of another. The two soldiers were sitting in front of a native house in the suburban village of Tulu, talking with a Eurasian interpreter employed in the office of the Governor, when a Moro stepped up in front of them. The interpreter instantly exclaimed, "Juramentado," the dreaded word which here keeps both Americans and Filipinos in a constant state of fear.

As soon as the word was spoken, one of the soldiers drew his revolver, but, unfortunately, it was not loaded. He was immediately cut down by the "barong" (broad-bladed *parang*) of the ferocious Sulu, and died soon after. The second man then seized the blade and, after receiving some savage cuts, succeeded in wrenching it away from the savage, who then took to flight and has not yet been captured. This was a decidedly unusual ending of such an affair, the Moro usually fighting as long as life lasts, very rarely indeed taking to flight.

There is a standing order here that all soldiers shall go armed when outside the walled city, but it has not been as rigidly enforced lately as heretofore. Had these two men complied with the order, the affair would have had a very different ending, but one of them was entirely unarmed while the cartridges carried by the other were in his belt instead of in his revolver. Yet it was only a few weeks ago when there was a similar case of "juramentado" a mounted sentry of the 14th Cavalry being attacked by a Sulu armed with a spear. The horse received a savage cut in the hipand the sentry jumped down and shot the Moro dead, escaping entirely uninjured. As the island is now supposed to be at peace, this was considered an exceptional instance and no special precautions were taken on account of it.

WHAT JURAMENTADO MEAN

The "juramentado" is somewhat different from the amok-runner, in that he acts with premeditation. Through family troubles, as a religious fanatic, as a slave of some leader or priest, or for any of a hundred and one other reasons, he decides to commit suicide by taking with him into the next world the souls of as many Christian "dogs" as he can. He makes careful preparations for the event. He is anointed and shaved, the loss of his eyebrows being especially noticeable. He dresses in white, provided that he can "scare up" a white suit, which is not always the case. He ties up certain of his organs in such a way as to produce agonizing pain; this probably to keep up his courage. Then he makes for the American settlement and fights till killed. Owing to the extraordinary precautions which have been taken, no serious injury by one of these men has been a very rare occurrence, though a corporal was shot by agitated soldiers about three years ago after having slain the "juramentado." There is an abundance of sentries about the settlement. All soldiers outside the lines are supposed to be armed with heavy revolvers or with rifles, and many of these are suped with dumdum and "doctored" bullets, so the Moro will fight as long as he can standing does not mind having a few holes in his by.

Some of those best acquainted with the habits of the Moros claim that cases of "juramentado" are signs of unrest amongst the leaders, and that a case never occurs unless it is encouraged by some chief. If that be the correct view, it is evident that the great military expedition which scoured the islands in April and May was not altogether a success.

IMPROVEMENTS AT JOLO.

The War Department has been spending enormous sums of money here for improvements, and it is believed that this place is to be made the military headquarters for the Southern Philippines. Fine new barracks have been erected two storeys in height, of brick and hard wood with zinc roofs. These contain offices, canteen, reading room etc., as well as quarters for over three hundred men. New military roads are being constructed of macadam, both from the walled city to the fort at Asturias, a distance of half a mile, and from there on across the island to the capital of the Sultan of Sulu, Maymbung, a distance of about fourteen miles farther. These expenditures are looked upon as an indication of the determination of the War Department to thoroughly pacify the island and hold it permanently as a military station. It is in every respect admirably adapted for that purpose, being one of the healthiest of all the islands of the Archipelago and far enough from other islands to effectually prevent desertions, which are troublesome to the authorities elsewhere in the Philippines.—*Straits Times.*

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Ones and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School who are taught by the Sisters.

Hongkong, 22nd April, 1895.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 28th December, 1905, at 2.30 P.M., at No. 5, "Fairview," Robinson Road, Kowloon,

THE WHOLE OF THE HOUSEHOLD FURNITURE,

(Particulars from Catalogue).

Catalogues may be had on application.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 27th December, 1905. [1285

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE, of

VALUABLE LEASEHOLD PROPERTY,

situate at Wing Lok Street, in the Colony of Hongkong, to be sold by Auction,

IN ONE LOT,

on

FRIDAY,

the 29th day of December, 1905, at 3 P.M.,

BY

Mr. GEO. P. LAMMERT,
Auctioneer,
at his Sales Rooms, Duddell Street, Victoria.

The Premises are registered in the Land Office as MARINE LOT No. 35 and SECTION A of the RECLAMATION to MARINE LOT No. 35, with the Messuages and Buildings thereon, known as Nos. 154, 156 and 158, Wing Lok Street, Victoria, Hongkong.

For further particulars and conditions of sale, apply to—

EWENS, HARSTON & HARDING,
Vendor's Solicitors,
or to
Mr. GEO. P. LAMMERT,
Auctioneer.

Hongkong, 19th December, 1905. [1272

Notice of Firm.

CHINA AND COAST PORTS STEAMSHIP COMPANY.

I HAVE, This Day, been appointed, as MANAGER.

GEO. KEEBLE.

3, MacDonnell Road.

Hongkong, 12th December, 1905. [1234

Entertainment.

THE HONGKONG ST. ANDREW'S SOCIETY.

A SCOTCH CONCERT, to celebrate the Anniversary of the Birth of ROBERT BURNS, will be held in St. George's Hall, City Hall, on SATURDAY, 27th January, 1906, at 9.15 P.M.

Seats may be reserved at the ROBINSON PIANO CO., LTD.

W. ARMSTRONG,
Hon. Secretary.

Hongkong, 23rd December, 1905. [1288

Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the Notice of 20th December, 1902, and subsequent Notices, SENDERS OF TELEGRAMS are hereby advised that, from 1st January next, the currency equivalent of the Franc will, subject to revision after three months, be fixed at $0.41, at which rate the charge for all Telegrams will be collected from the said date.

OLAF NIELSEN,
Superintendent.

Hongkong, 20th December, 1905. [1274

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to	7.30 a.m.	...Every 30 minutes.
7.30 a.m. to	8.00 a.m.	...Every 10 minutes.
8.00 a.m. to	8.30 a.m.	Every 15 minutes.
8.30 a.m. to	9.30 a.m.	...Every 10 minutes.
9.30 a.m. to	11.00 a.m.	...Every 15 minutes.
11.30 a.m. to	12.45 p.m.	...Every 15 minutes.
12.45 p.m. to	1.15 p.m.	...Every 10 minutes.
1.15 p.m. to	1.45 p.m.	...Every 15 minutes.
1.45 p.m. to	2.15 p.m.	...Every 10 minutes.
2.15 p.m. to	3.00 p.m.	...Every 15 minutes.
3.30 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to	9.00 a.m.	...Every 15 minutes.
9.00 a.m. to	9.30 a.m.	...Every 30 minutes.
9.30 a.m. to	10.30 a.m.	...Every 15 minutes.
10.30 a.m. to	11.00 a.m.	...Every 10 minutes.
12.00 Noon to	1.00 p.m.	...Every 10 minutes.
1.00 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	6.00 p.m.	...Every 10 minutes.
6.00 p.m. to	7.00 p.m.	...Every 15 minutes.
7.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 12th July, 1905 [66

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Eclipse Duplicator.

Hongkong, 23rd February, 1905. [64

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1895. [52

To Let.

TO LET.

NOS. 10 & 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st December, 1905. [1177

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692

TO LET.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

No. 17, WONG-NEI-CHONG ROAD.
No. 5, CLIFTON GARDENS, Conduit Road.
No. 1, RIDON TERRACE.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd December, 1905. [69

For Sale.

FOR SALE.

REMINGTON TYPEWRITERS, new and in good condition.

BARGAIN PRICES.

Apply to—

H. RUTTONJEE,
No. 5, D'Aguilar Street.

Hongkong, 16th December, 1905. [1260

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.75 per Cask ex Factory.

In Bags of 250 lbs. net $2.80 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 30th September, 1905. [50

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1901. [57

THE FAMOUS MAB DWARF Razor — A SHARP LITTLE SHAVER — THE MAB — WEIGHT LESS THAN 1 OUNCE

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price ($2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904. [61

FOR SALE.

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904 [54

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905 [695

Intimations.

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
H.R.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [815

XMAS CAKES AND PUDDINGS A SPECIALITY.

CUSTOMERS are requested to book their orders early, in order to prevent disappointment.

WEISSANN, LIMITED,
34, Queen's Road Central.

Hongkong, 18th November, 1905. [46

THE WINE GROWERS SUPPLY CO.

W G S Co. TRADE MARK

BARRETTO & Co.,

General Agents, Hongkong

SYRUPS.

	p.c.qts.	p.c.pts.	p.bt.q.	p.bt.p.
Gum				
Grenadine				
Raspberry				
Lemons	$15.00	$17.00	$1.50	$0.75
Red Currant				
Lime				
Vinegar				

Lime Juice Cordial...$8 p. c. 1 doz. $1 p. bot.

MINERAL WATERS.

Arima "Teppo"	p. c.	4 doz.	$5.00
" "	"	8 "	7.00
Hirano, "Peacock"	"	4 "	5.50
" "	"	8 "	7.50
Couzan, Source Bertrand	(60 bottles)		18.00
Vichy, Source St. Louis	(50 ")		10.00

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 24th July, 1905. [42

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 27, 1905.

JAPAN'S FINANCES.

From the Japanese papers that have just come to hand it is evident that the Government of that country is on the verge of a financial crisis. The crux of the situation seems to be that a programme of military expansion which will involve an expenditure of something like four hundred million yen has been adopted, and nobody can tell where that money is to come from or how the interest is to be met. There is no doubt that Japan could float new loans if necessary, and the inherent wealth of the country might possibly suffice to tide over any temporary financial embarrassment, but it is a questionable policy to meet difficulties by incurring new obligations. As a result of the war, Japan's credit has risen high in the estimation of European and American financiers, and Japan's ambitions have followed suit. But Japan's revenue has not kept pace with her new aspirations, and all that the Ministers seem to be doing at present is to juggle with the figures of the revenue. The *Japan Herald* puts the matter clearly before its readers when it says "Japan's expenditure has been largely increased by the war while her revenue remains normal." The same newspaper proceeds: "The expenses of the war are already an extra tax laid on the people, from which there is no immediate prospect of release. The only money in this connection Japan has to receive is the cost of the maintenance of the Russian prisoners, and as this is to be calculated on the actual expenses she will not gain by the transaction. For the cost of the war she has to meet an expenditure in the coming fiscal year of eight hundred million yen, and however this is met, whether by domestic loans, increased tariff or continued war taxes, the money comes out of the pockets of the people, either in the form of direct contributions or interest on loans. Moreover, the war has increased Japan's normal burdens. The cost of the troops in Manchuria and Korea will henceforth become an annual expenditure, as will also the upkeep of Port Arthur." According to the *Asahi*, the ordinary revenue, including the proceeds of the war taxes, is estimated at 390 million yen. Of that sum 230 millions will be disbursed as ordinary expenditure; 110 millions will go towards reducing the public debts; and the remaining 50 millions will be distributed among the different Departments for the *post-bellum* enterprises. But 50 millions is far too small an amount for these purposes, especially when the country is saddled with a programme of military expansion which appears to be unnecessary, impolitic at the present time, when peace seems assured for years to come in the Far East, and ruinously expensive. Apparently it is the object of the Emperor and his Ministers to bring up the Japanese army to the number and standard adopted by a first-class land power in Europe, but such a policy would appear to the onlooker to be foolish in the extreme. The Japanese army showed its mettle in the recent war when pitted against a valorous foe, and it might have been considered sufficient to keep the army at its present strength, or rather at the strength which existed before the war. The *Asahi* waxes very bitter over the military expansion idea, and asks, "Where is the Mikado to find work for the hundreds of thousands who have existed for nearly two years merely on pretty promises of a profitable end to a glorious war?" Undoubtedly it would have seemed best to provide occupation for the thousands who were taken from the factories and fields to maintain the honour of the country, and who performed a task which might well have daunted European troops, accustomed to continual fighting. Japan could well afford to rest on her laurels for a time until at least most of the burden of war debts had been removed from her shoulders. She has still a great work to perform in Manchuria. Corea is by no means settled; and there is a great starving population in Japan itself, who cannot be expected to acquiesce quietly in the military schemes of the Ministers. It was only the other day that the foreign residents appealed for assistance for the famine-stricken of three provinces. The rice crop has failed; out of three millions of people a million are starving; people are reduced to living on shrub roots and the bark of trees—such is the language of the appeal—and "it is certain that over 100,000 cannot live without speedy and prolonged aid." Yet the Japanese Government selects this as the appropriate moment to launch a military expansion programme which alone will exceed a year's revenue of the country, even taking the war taxes into consideration. Had the Government proposed to expend 400 million yen on reproductive works, which could have afforded a measure of relief to the people, and provided occupation for the time-expired soldiers we could have understood their motive and condoned the expenditure, but to flash out in an immense outlay which must be largely devoted to ornamental purposes and will not increase Japan's reputation—because that was so capably upheld by the soldiers in Manchuria that it needs no enhancement—is a policy which we have not been led to expect of the Japanese. The vernacular and foreign press of Japan are practically unanimous in condemning the suggestion, the former being particularly venomous against the idea. One paper says that "there can be only one possible end to the desperate financial situation," and although it does not say what that end will be it is made clear that the paper in question regards Japan as being on the verge of insolvency. It is a serious question which the Elder Statesmen, or whoever is responsible for the ambitious policy, will have to face, and it will require a very clever Cabinet to find the safest solution. Fortunately, Japan is to a certain extent controlled by the Bourse of Paris, and the Stock Exchanges of London and New York, and we can only trust that a mild hint from those quarters will have the effect desired by the people of Japan.

LOCAL AND GENERAL.

THE retiring Chinese Minister in Paris, H.E. Soueng Pao-ki, was to leave Marseilles on Dec. 10.

LADY Hart and Miss Hart sailed on 22nd ult. by the *Cedric* from Liverpool for the United States, *en route* for Japan and China.

IT is announced that General Chaffee, who will retire from active service shortly, will make California his future home, and that he has selected Berkeley as his place of residence.

IN the Gaiety Theatre, Bombay, Sam Newman, welter weight champion of China and Manila, knocked out in the second round Paddy Burke of H.M.S. *Terrible* and the light weight champion of the Mediterranean Squadron. Newman gave a scientific display and had the best of the match all through.

MESSRS. Gregor & Co. write to inform us that with reference to their advertisement *re* a refund of 50 per cent. on all purchases effected on a given day, that the day selected is the 15th, and that therefore they will refund all their customers who purchased goods from them on the 15th inst. with 50 per cent. of the value of their purchase.

THE résult of the recent examination is that Messrs. A. P. Blunt, W. B. Cunningham, F. G. Gorton, L. M. King, G. P. Paton, R. S. Pratt, E. C. Schaefer, E. A. H. Sly, L. Brewitt-Taylor, and W. P. W. Turner have been appointed Student-Interpreters in His Majesty's Consular service in China, Japan, or Siam. It will be noticed more than one name amongst the list is well known in the Far East.

PRINCE Ranjitsinhji was among the Indians who welcomed the Prince and Princess of Wales on their arrival at Bombay. He has completed his great work, "Rulers of India," and is now resuming his travels, during which he hopes to get some big game shooting, and proposes to leave India in March to be back in England in time for next season's cricket, which he is quite looking forward to.

THE Cunard Line steamer *Carmania*, the largest turbine steamer afloat, has arrived in the Mersey preparatory to starting on her maiden voyage to New York on December 2nd. During six hours' continuous run the *Carmania* easily maintained 19½ knots, while her speed over a measured mile was more than twenty knots. The *Carmania* is of 21,000 tons register, is 675 feet long, and has 75 feet beam and accommodations for 3,000 passengers.

BY kind permission of Lt.-Col. Aitkin and officers, the Band of the 119th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-morrow, 28th inst. (weather permitting):—

March	"La Mascotte"	Audran
Overture	"Tancredi"	Rossini
Waltz	"La Cigale"	Coote
Selection	"Veronique"	Messager
Song	"Adieu Marie"	Stephan Adam
Patrol	"The Egyptian Patrol"	——

God Save the King.

SIR Archibald Geikie anticipates another deluge. He delivered a lecture at Cambridge in connection with the newly-formed department of geography which he cordially recommended to the support of the university. His subject was the evolution of a landscape, and he said that the great fact which met the student of physical geography at every step was the universal decay of the surface of the land. This decay was so material, he declared, that even if the agents at work never increased in activity a comparatively short period would suffice to reduce most of the dry land to the level of the sea, and confront us with another deluge.

MR. Oliver Bainbridge has returned to Hongkong after an extensive tour in the interior of China.

TWO cases of small-pox were notified as having occurred in the Colony during the week ended 23rd inst.

DURING the week ended 23rd inst., three plague cases were recorded, making a total of 304 since the beginning of the year.

STATION leave of absence on private affairs has been granted to Captain J. H. Casserly, 119th Infantry, from 23rd inst. to 6th January, 1906.

IT is stated that H. H. the Sultan of Johore intends presenting the Sherwood Foresters with a silver bowl in recognition of the excellent services they rendered at the recent fire at Ayersall.

RETURN of visitors to the City Hall Library and Museum for the week ending the 24th inst.:—Library—Non-Chinese, 287; Chinese, 165; total, 452. Museum—Non-Chinese, 110; Chinese, 2,477; total, 2,587.

THIRTY-SIX N.C.O.'s and men of the Ceylon Mauritius Battalion, Royal Garrison Artillery, arrived on the 22nd inst., per s.s. *Bechuana* from Colombo for posting to the Hongkong, Singapore Batt., Royal Garrison Artillery.

MR. Chung Thye Yit, third son of the late Captain Ah Kwi, has just returned to Penang from Hongkong. His mine at Kampar, under the able management of Mr. Ong Lum Kok, has turned out trumps, the profits of the current year so far having amounted to $300,000.

WE have received from the International Reform Bureau, of Washington, an advance copy of the 20th Century Quarterly in which is discussed, inter alia, the great opportunity to get China released from British opium treaty in that England and China must make a treaty on Tibet.

THE naval manœuvres for 1906 will, remarks a contemporary, be on a fuller scale than the postponed programme of this year. The Japanese fleet will, theoretically, form part of the scheme. It will be supposed that strained relations exist, and the British and Japanese navies will be on the watch all over the world. As soon as "war" has broken out, the reserve divisions will be mobilised, and the conditions that might occur with a naval combination operating against us will then be rehearsed simultaneously by the various divisions, the operations being part of one war plan.

ON Boxing-day the Kowloon Cricket Club entertains the Hongkong Police Recreation Club. It was intended to play a match, but owing to the inclemency of the weather this had to be abandoned, and an adjournment was made to the Kowloon Hotel, and there a luncheon followed by a billiard tournament provided the substituted amusements, the Police being victorious in the billiards by 71 points. Subsequently Dr. Swan, for the Kowloon Club, proposed the health of the visitors in very complimentary terms, and for the Police Inspector Langley made a suitable and witty acknowledgment.

THE Society of Arts' medals for papers read during a recent Session have been awarded, amongst others, to Captain Lionel James, for his paper on "Wireless Telegraphy and War Correspondence"; to Baron Kenchio Suyematsu, A.A., LL.M., for his paper on "Ethics of Japan" and to Mr. Byron Brenan, C.M.G., for his paper on "British Commercial Prospects in the Far East." Amongst members proposed for election are:—Alexander Hood Bagg, Messrs. Guthrie and Co., Penang; Robert H. Douglas, I.C.R.C. *Kai-Pan*, care of Commissioner of Customs, Kowloon, Hongkong, China; Sir Walter Egerton, K.C.M.G., Lagos; Liang Ting Ting, Taotai, Imperial Railways of North China, Tientsin; and Alexander Wright, Messrs. John Swire and Sons, 8, Billiter-square, E.C., and Shanghai.

THE *Far Eastern Review* for December is to hand and contains an interesting account of the construction, equipment, and tests of the floating drydock *Dewey*, to which allusion is made elsewhere in this issue. Mr. W. Morgan Shuster, Insular collector of customs, writes on the growing commerce of the Philippine Islands, while a lengthy and beautifully illustrated article deals with railway construction in Korea as revived under Japanese supervision. A series of splendid photographs illustrates the steamship service of the China and Manila S.S. Co., Ld., and a number of photographic reproductions furnishes a capital insight into the scientific equipment of the Botanical Institute, in Java. The *Review* continues growing in volume month by month, and with the increase in printed matter the high tone of the journal is well maintained.

THE U. S. army transport *Buford* has encountered a heavy gale on her voyage across the Pacific. Wave after wave pounded against the side of the big transport, and now and then a sea would comb over the deck and rush on to sea again, after scaring all hands by the force of its strength. Finally, when the *Buford* was labouring against the wind a giant wave arose and boarded the vessel on the port bow. With a weight of ten thousand tons it broke the railing, smashed the steel house enclosing a ventilator fan, and even twisted to the bridge, where the starboard searlight was wrecked, and the iron railing bent. The windows in Captain Hall's room, those in the room of Chief Officer Randall were broken, resulting in the flooding of the room, and other apartments in the transport were engulfed by this same big wave. Then the *Buford* was hove to, and for the next eight hours she made out the gale head on to the sea. Some of the passengers on board were injured seriously enough to necessitate their removal to hospital.

EXECUTIONS are now in full swing at Peking, says the *China Times*, this being the annual "execution season." As many as 25 executions in a day are taking place.

A SYNDICATE, of which Sir West Ridgeway is chairman, has offered to lease the pearl fisheries of Ceylon for £20,000 a year, on condition that a twenty years' lease is granted.

A CHINESE engineer has lately been through between Yungchowfu, Hunan, and Kuei-lin making, so it is said, the preliminary survey for a railway. He is the son of a Kwangsi official.

A TELEGRAM has been received by the authorities in Tokio stating that the steamer *Yashiro-maru*, which was sunk at the mouth of the harbour of Port Arthur in the second attempt of Admiral Togo to block up the fairway, was refloated on 16th inst.

THE director of health, at Manila, estimates that the bureau will need, for the coming year, enough vaccine to vaccinate a million persons, it being the intention of the bureau to stamp out small-pox from the Philippines as rapidly as possible. In several provinces this has already been done, notably in Cavite and Bataan.

THAT there is a steady tendency toward more liberal construction of the Chinese exclusion law is shown in the report of the Bureau of Immigration for October, made public on 21st ult. The number of Chinese admitted in October was 293, against 198 in October last year. The number deported during the month was sixteen, against forty-six in the same month last year.

THE American mail which came in this morning brought to the Orient an unusually large shipment of treasure. The treasure is nearly all silver and consists chiefly of Mexican dollars. The total value of the shipment is about $2,000,000 (gold). The present high rate of exchange is responsible for this flow of silver to the Orient, it being cheaper to ship the coin than to pay the bankers' tribute.

AT Swatow they have had their celebration of the boycott "martyr," Ping Hsia-wei. The Cantonese guild was lavishly decorated with the national flag and flowers; and an assembly of gentry, reinforced by scholars from the local school, paid their respects to the "martyr," whose picture was hung in a central position. Thereafter a large audience listened for several hours to a series of addresses upon the hero of the day, and the rise of the new China.

THE Government of Siam has just completed a census of that Kingdom. The population has been returned at 6,680,000, which is slightly higher than was expected. There are 5,699 Buddhist temples and 354 places devoted to other religions. The total number of houses is given at 1,053,781. There are 2,036 "domestic" elephants, 35,812 horses and ponies, 1,104,751 cattle, and 1,144,478 buffaloes. Under the heading of "vehicles" it is stated that there are 113,920 bullock and buffalo carts, and 293,519 boats. The population of Bangkok has still to be counted.

EARLY yesterday morning when the cook went into the kitchen of No 29, Wing On Street, occupied by marine-store dealers, to prepare the morning meal, he found one Ha Hung, a coolie employed in the store, hanging by his neck from a rope attached to the beam. He immediately raised an alarm, and then with the assistance of two *fokis* cut the body down, when it was found, though warm, life was extinct. The body was removed to the mortuary. It is believed that the deceased was in debt, and being unable to meet his creditors took this means of getting rid of his liabilities.

THE Russian Minister has been vehemently urging the Chinese Government to repurchase the Chinese Eastern Railway, his eloquent argument being that, otherwise, in the immediate future, Tokio, Seoul and Peking having been all connected by rail, in case there should be a declaration of war, China would be placed at a serious disadvantage. His advice is strongly backed by the French Minister, who offered his services to China to secure any foreign loan that might be required for the purchase of the railway. The Chinese Government, however, firmly but courteously declined their advice.

IT is stated that, following the precedent set in the case of the Chino-Japanese conflict, the Japanese Government will award medals to all those who served with the Army and Navy at the front during the late war. It is reported that over two hundred captured field guns will be melted down to furnish the 1,500,000 medals which it is estimated will be required. After the war with China, 400,000 medals were issued, and for these fifty-three Chinese guns were used. Bars will be added to the medals for the troops who took part in the battles of Mukden, Liaoyang, the Shaho, and a few others, and the siege of Port Arthur.

THE question of the reclaimed foreshore at Swatow has been settled in the Viceroy's favour. Present holders of property, among whom the guild members, as a corporation, carry the heaviest share, are to pay $200,000 in instalments, and receive red deeds. Things had to be pushed to an entrave to force this conclusion. The compradores of the two largest foreign firms in Swatow, says the correspondent of the *N. C. D. News*, were prisoners in their respective hongs for several days, as they were the most prominent members of the guild. The Ch'enghai hsien, threatened with the loss of his post if the money were not forthcoming, had an unhappy time until his efforts were successful. The contribution to the Canton exchequer is also arranged for. Instead of the old sum of $50,000 the merchants are now to send $150,000 a year, in order to keep themselves right with the Viceroy, and avoid the greater evil of an office managed from Canton established in their midst for the collection of the levy.

MR. Ahmet Rumjahn may be pleased to know that our reporter has ascertained that in the recent case for the recovery of rent instituted by the Robinson Piano Co., the writ was served on the defendant as H. Price.

LIEUT. D. E. Diamukes, who was one of the Naval Officers assisting Consul-General J. G. Lay in the investigations into the massacre of missionaries at Lien-chao, has returned from Cavite after satisfying the U. S. Naval authorities in an examination for promotion in the Service, and he leaves for Canton this evening.

THE Chinese Government intends to select ground outside of Peking to be made into a settlement, to which all the foreign retail dealers who have established themselves in Peking, will remove. The foreign dealers, especially the Japanese, belong to a very low class of people and are a source of constant worry to China. The management and the police of the new settlement will remain in the hands of the Chinese.—*Sin-wan-pao.*

THE *Sin-wan-pao* says that the Japanese have not yet withdrawn their light railway between Haimming-fu and Mukden, which was built by them under their favourite plea of "military necessity." It was worked with hand carts at first but now locomotives have been introduced. Tickets are sold at the rate of 80 cents each passenger. The Military Governor, Chao Erh Sun, has repeatedly wired to the Wai-wu-pu regarding this line. It is reported that arrangement has been arrived at whereby this line will be recognised as a branch line of the Eastern Railway and it is to be called a Chino-Japanese concern.

THUS the *Straits Echo*:—Now that the war is over and people want a little excitement, we hear that the tramp season has commenced and those enterprising gentlemen who profess to walk, swim, crawl, fly, run, roll, limp, or waddle round the world are setting off on their travels once more. There is now one of these individuals in India who is professing to make his tour on his feet—and perhaps that is why he took the trouble to come from Zanzibar to India by steamer. The worst of these folk is that they generally want to live on other people wherever they go and are, as a rule, so horribly travel-stained and odoriferous that the public are usually willing to pay a dollar to get rid of them. We trust that the gentleman who is now walking "round the world" in India will not come on to Penang, for we are sick and tired of these frauds. Their walking merely consists in their peregrinations round the various towns at which they call in search of plunder, and they travel from one to another by rail or steamer whenever they can bilk somebody into paying their fare. Truly, the public is very gullible to be taken in by these individuals, for one would imagine that the start-with-nothing-come-back-rich trick had been sufficiently shown up by this time. At all events, we warn our readers that another of these undesirables is probably on the way here, and we advise them to show him the door when he calls upon them, as we shall do when he invades our office. If the dog was not almost as extinct as the dodo in Penang just at present, we would invest in a nice, fierce specimen to welcome the tramp when he arrives.

CHINESE WHO EMIGRATE.

AMERICA GETS LESS THAN FOUR PER CENT. OF THEM.

In his book of Chinese emigration Gottwaldt gives the number of Chinese resident abroad at 7,642,650, distributed as follows:—

Formosa	2,600,000
Siam	2,500,000
Malay Peninsula	985,000
Sunda Islands	600,000
Hongkong	274,548
All America	272,829
Indo-China	150,000
Philippines	80,000
Macao	74,508
Burmah	40,000
Australia	30,000
Asiatic Russia	25,000
Japan	7,000
Korea	3,710

It is seen by this table that if all the Chinese, 272,829, living in "All America" were residents in the United States we should then be harbouring less than 4 per cent of the total number of that race living outside of China. As the population of Japan's Formosa is about 3,100,000, the Chinese living there form nearly 85 per cent of the population of the successfully administered Japanese colony. The 80,000 Chinese resident in the Philippines are among the best people there, giving little or no trouble. This total Chinese emigration of 7,642,650 is not 2 per cent. of China's population of 400,000,000. Hongkong alone has 1,714 more Chinese than "All America."

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Empire*) 28th inst., a.m.
English (*Oceana*) 29th inst.
Canadian (*Athenian*) 3rd prox.
German (*Roon*) 3rd prox.
Australian (*Tatyuen*) 5th prox.

The H. A. L. s.s. *Alesia*, from Hamburg, left Singapore for our port on 23rd inst. and may be expected here on or about the 28th inst., a.m.

The Java-China-Japan Line s.s. *Tjiwangi* left Kobe via Swatow and Amoy for this port on the 23rd inst., and may be expected here on or about the 8th January.

The "Indra" Line s.s. *Indramayo* from New York left Singapore for this port direct on 20th inst., at noon.

The O. S. S. Co.'s s.s. *Chelmer* left Singapore for this port on the 24th inst. and is due here to-morrow.

The s.s. *Tyndareus* left Singapore for this port on the 24th inst. and is due here on the 30th inst.

TELEGRAMS.

[Reuter's.]

LONDON, 25th December.

Japanese Naval Attache.

M. Kaburaki, the Japanese naval attaché, who is leaving England, has been received at Buckingham Palace and decorated with the Victoria Order, third class.

Fighting at Moscow.

Desperate fighting continues in the streets of Moscow. Fusilades are continually exchanged, and all the central streets are barricaded.

It is impossible to estimate the casualties.

THE PORT AND CITY OF SHANGHAI.

As at present constituted, Shanghai consists of a native city with a population of perhaps 700,000, according to latest opinions, and international settlements which contain fully 200,000 people, of whom approximately 15,000 are foreigners of all nationalities. This population is constantly increasing, owing to the advantages offered as a place of residence, and it is certainly safe to say that in ten years the city as a whole will contain at least 1,500,000 people, the ratio of increase of the foreigners being about the same as that of the Chinese. Consul-General Rodgers writes that it is easy to understand why Shanghai is developing into a great city. Round about it are the great Chinese centres of Soochow, Hangchow, Ningpo, Fuchau, Wuhu, Chinkiang and Nanking, with their fertile tributary areas and their industries of various kinds. The great Yangtze delta country, productive to a high degree, is backed by the Yangtse Valley stretching to a thousand miles inland, having populous and rich cities lying in a country of undeveloped richness, according to modern ideas.

The trade and commerce of this great region, with a population estimated from 125,000,000 to 175,000,000, must filter through Shanghai, leaving its effect in ever-increasing volume. With such resources at home there could not fail to be results, but in addition Shanghai has the advantage of being the natural port for middle China. Here, in the track of the ocean traffic, call the ships from Japan and from the Occident. Here the cargo from the north is trans-shipped, and from here it goes to the coast cities, to Manchurian ports and to Corea. Up the Yangtze is sent the world's product, and each year the consumption grows greater. With the improvement of the Whangpoo river and the Yangtse bar will ensue a rush of commerce here which will make present-day affairs small. The dredging operations to provide this improvement will begin soon, and then Shanghai as a deep-water port will soon be an actuality.

THE TRADE OF KOBE.

Each month the Kobe Customs authorities issue a return of the trade of Kobe with Asiatic countries and the United States, and a return of the trade of the port every ten days, or "decade" as it is styled. The monthly return is a tremendous compilation of figures extending over six very large pages, and in such detail that a large proportion of the statistics are of very little interest, we should think, excepting to those merchants they directly concern, but could be made valuable if condensed, rearranged, and published, say quarterly, when the authorities would have some figures to deal with. As it is there are such items as the month's export trade with Soochow, Y59, and with Chingwantao, Yo. Turning to the returns for the eleven months ending November, the total of exports to and imports from China amounted to Y52,456,526 against Y58,242,469 in 1904; Korea, Y2,172,295 against Y1,775,581; Hongkong Y8,802,998 against Y14,046,668; Philippines, Y866,898 against Y988,649; Netherlands India, Y1,454,723 against Y2,761,985; Straits Settlements, Y3,672,922 against Y3,408,828; British India, Y58,166,611 against Y41,412,147; French India Y4,928,251 against Y9,741,485; and Siam, Y3,459,664 against Y4,346,750. It should be borne in mind of course that these figures represent the trade of Kobe and not of Japan, for in looking through such mass of figures as this return presents it is quite possible to forget the fact. The table is not free from errors, as we notice that the eleven months' exports to the United States stand at 7¼ millions odd. This little error is contradicted below, where it is stated that the eleven months' trade with the United States this year was valued at Y61,894,743, and for last year Y36,964,208.

TROUBLE ON A RUSSIAN STEAMER.

The chartered Russian steamer *Arconia* arrived at Singapore on 17th inst. from Odessa with a general cargo for Vladivostok. The vessel is one of the East Asiatic Company's steamers. The crew of the vessel are all Danes and refused duty on arrival, as they alleged the food supplied them was bad. Mr. Sicherbatchoff, the Acting Russian Consul, and Captain Chancellor of the T.P.D. Police boarded the vessel and interviewed the crew, and the trouble was settled without any difficulty, the steamer leaving later in the evening.

The next morning the Tanjong Pagar Dock Police arrested four of the crew of the *Arconia* for being in the Colony without certificates of discharge from the ship. They remained ashore when the *Arconia* was ready to sail and she had to go without them. They were going to be charged before the Marine Court the next day. The Police found six others of the crew and put them aboard just before the vessel sailed.

A story from an outside source states that the trouble arose through out of the ship's officers striking a sailor. The men were extremely annoyed at this and threatened to kill the Captain and mates. They went ashore without permission and had more liquor than was good for them at a certain public house at Tanjong Pagar. They returned to the ship later and in their inebriated condition used more threatening language to the ship's officers but did not go beyond this.—*S. F. Press.*

SANITARY BOARD.

RESIGNATION OF TWO MEMBERS.

A meeting of the Sanitary Board was held this afternoon in the Board room. The Hon. Dr. F. Clark presided and the members present were Dr. W. W. Pearse, M.O.H., the Hon. W. Chatham, Messrs. H. E. Pollock K.C., F. J. Badeley, the Hon. Mr. A. W. Brewin, Fung Wa Chun, Lau Chu Pak, A. Rumjahn, and Dr. Macfarlane.

The minutes were confirmed.

Mr. Pollock said—I have an announcement to make, and I make it with some regret, namely, that this will be the last meeting at which I shall have the pleasure of sitting at this board. My experience during the past nearly three years upon this board has been a very pleasant one indeed, and I have learned a great many matters which are very useful to me, and which I think will be of profit to me in the Council at which I am shortly to take my place. I will only say, in conclusion, that I desire to express my sense of the very great courtesy which I have at all times received from the members of this board (applause).

Mr. Rumjahn said—I have also an announcement to make. I think this is the last meeting I attend to-day. Following the resignation of Mr. Pollock, I determined to send in my resignation. I have very great regret in doing so. It has always been a pleasant duty to me to give my time to the use of the public, and I thank all the members of the board for their courtesy which they have always given to me. We have had a very pleasant time together, and I resign my position with very great regret (applause).

The Chairman, in acknowledging the resignations, said—I am sure I express your approval, as well as my own, when I say that we are all very sorry to lose Mr. Pollock and Mr. Rumjahn from this board. They have both been towers of strength to us in many cases of difficulty, and we can hardly hope that the new men will take their place when they retire. In the case of Mr. Pollock we know that it is promotion that has led to his retirement, and that we certainly do not grudge him. We know that a busy professional man cannot possibly spare time to attend many of these meetings, and although our work may not perhaps bulk very largely in the public eye, because we only meet in public once a fortnight, yet the bulk of the work is done behind screens, so to speak, that is to say, in Committee and by circulating papers. There is no question that to do the work of the members of the board must involve very much more time than can be spared by busy professional men (hear, hear).

SCARCITY OF LYMPH AND THE WATER SUPPLY.

Mr. Fung Wa Chun asked the following questions:—

(1) What is the reason for the present scarcity of lymph in the Colony, and when will there be a sufficient supply? (2) Why, since the introduction of the Rider-main system, the occupants of upper floors have not been getting sufficient water for potable purposes?

The Chairman, in reply to the first question, said: I will say that the reason for the present temporary scarcity of lymph in the Colony is that a sufficient number of buffalo calves cannot be obtained. The butchers state that they are not allowed at present to export buffalo calves from China. Every effort will be made to obtain a sufficient supply of calves from the New Territory, and if these efforts fail a supply of lymph to meet all demands will be purchased from Saigon or Shanghai.

In reply to the second question the Chairman said—The rider-main system is under the control of the Director of Public Works and I am unable, therefore, to answer this question; but if you will furnish him with specific instances of a deficiency of water to upper floors due to this system every effort will, I am sure, be made to remedy the defect.

SMUGGLING OF 'DAINTY MEATS.'

The proprietor of No. 1 Queen's Road West applied for permission to sell meat other than that sold at a public market.

Mr. Rumjahn minuted.—I think a licence for selling venison only should be granted.

Mr. H. E. Pollock minuted.—I have never seen dog and cat meat sold publicly here yet. It is not common food among the Chinese. If the veterinary surgeon does not recommend the issuing of a licence to sell venison the applicant should be so informed. But I see no objection, as I understand no venison is sold in the Western, or Saiyingpun, market.

The Veterinary Surgeon minuted:—I think venison is an article of food usually sold in a public market. During the winter season deer are regularly sold in the Central market. With regard to the sale of dog and cat meat and badger, etc., I would suggest that a licence be issued, for meat "other than that sold in the public markets." There is a demand for these dainties which are not in themselves unwholesome, and it would be better that the sale of them be conducted in an open and aboveboard manner. At the present time they are smuggled.

The Hon. the Registrar-General minuted.—Are deer, badger, or cat meats usually articles of food sold in a public market? Should this man apply for a licence?

The Veterinary Surgeon replied that deer were frequently sold in the Central market, as is cat meat, but he had not seen badger. The most common place was up in the neighbourhood of the Chinese Recreation Ground. Cat was not sold so much as a food, but as an article in the nature of a medicine. It would be better to have the man licenced, though in regard to badger and cat he did not think there was any provision under section 77 of Ordinance No. of 1903. Cats, snakes, porcupines, dogs are all used in much the same way, each good for some particular sickness. Provided the shop is used only for the sale of these things he thought the man might be granted a licence and no fee exacted.

The Medical Officer of Health thought the man had better be told to take out a licence for deer only.

The Hon. the Registrar General minuted—I think it would be better to say "meat other than beef, mutton, goat-flesh and pork."

Meeting proceeding.

MEDICINE PILL CASE.

THE JUDGMENT.

In summary jurisdiction this morning, before Mr. Justice A. G. Wise the case came on in which Leung Wai Ting, alias Leung Chan Chan Tong, sued Ching Kwai Wan for recovery of $50 due on an acknowledgment of debt.

Mr. R. A. Harding appeared for plaintiff and Mr. F. X. d'Almada e Castro for defendant.

There was also a cross-action in which $90 was claimed as the balance of the price of a quantity of "medicine pills" sold and delivered. During the hearing Mr. d'Almada asked for a further adjournment so as to enable him to obtain a translation of one of the documents.

The application was refused, and

Mr. Harding, addressing the Court, submitted that the evidence was overwhelming as regarded the transaction in rifles. The other side denied everything with reference to them, but there was the evidence of his client and of the men who came down from China to get the rifles. There could be no question that there was such a transaction with regard to rifles as shown by the evidence of three witnesses against Ching Kwai Wan alone, and that money was paid as shown by the documents produced.

His Lordship remarked that the two stories were absolutely irreconcilable and there was not much doubt that both stories were made up with the greatest care. Ching Kwai Wan claimed to have sold Leung Wai Ting a box of pills at $140, that he received $50 on account and that he now sued for $90. Leung Wai Ting's story was that he and somebody else brought down $200 for the purchase of arms, to be taken into the interior of China to be used, his Lordship presumed, against the authorities. He said that, after a time, the transaction fell through and he came to reclaim his $200, and he was then told that $100 had been paid back and afterwards another $50, which left $50 due and for that $50 he gave the Exhibit on which he was suing. This Exhibit was used by both parties for different purposes. Of the two stories one must be a pure fabrication and his Lordship's trouble was to say which was which. Both, as they stood, were equally possible, but were there any outside circumstances to make the leaning one way or the other. He did not believe these witnesses would come down and talk about the rifles unless there was something in it. His Lordship was against the pill story. If a receipt was given for pills, it would have said something about them. The receipt was for money, and that was in favour of the rifle story. Then there was the Fook Shing chop for collecting money and that also was in favour of the rifle story. Therefore, his Lordship was of opinion that there must be judgment for Leung Wai Ting without costs.

THE BIG DRYDOCK "DEWEY"

TO BE TOWED TO MANILA THROUGH THE SUEZ CANAL.

The Navy Department has decided to use the supply ship *Glacier* and the colliers *Brutus* and *Cæsar* to tow the big drydock *Dewey*, recently completed by the Maryland Steel Company at Sparrow's Point to Manila, and has ordered from the American Ship Windlass Company, Providence, R. I., three No. 5 Shaw & Spiegle towing machines, the same make that was used in the trans-Oceanic towing feats of the Standard Oil Company lately, and which proved so eminently successful.

There are now about 150 of these machines in use, and there has never been a case where one has failed to do its duty, and they are the only machines that have ever been thoroughly tested in ocean towing. The action of this machine in avoiding heavy strains on the hawser is simply perfect. Its distinctive feature is that by means of its driving and cushioning steam cylinders there is provided an elastic steam cushion and an automatic relief to the hawser, without which the hawser would be continually straining and frequently breaking. In fact, it is the only known method of towing by which to prevent heavy strains on the hawser. It was expected that the *Dewey* would get under way about December 1, and that it would take about five months for it to reach its destination in the Philippines. The route will probably be by way of the Suez Canal, a distance of 10,500 miles.

There is no question of the wisdom of the Navy Department in deciding on this method of transporting the *Dewey*, and it is evidence that it realizes fully the importance of throwing every safeguard around the moving of this gigantic structure on its long voyage, and thus insuring it against going adrift from the vessel towing it in case of storm or heavy seas liable to be encountered on the ocean. That it has chosen the best appliance made for the purpose will be conceded by all who have seen the Shaw & Spiegle machine in action and know what it is capable of doing.

This method of towing is now employed by shipping all over the world, and the American Ship Windlass Company, the builders of the Shaw & Spiegle machines, have hundreds of letters testifying to its reliability and perfect service.—*Marine Journal.*

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 27th at 11.45 a. The barometer has fallen slightly over China and Luzon.

Pressure remains high over N. China, and relatively low over the N. part of the China Sea and the Pacific to the SE. of Formosa.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—fresh NE. winds; fair.

REGISTRATION OF PARTNERSHIPS.

LEGISLATION DESIRABLE.

Below we (*S. F. Press*) give the text of a speech which has been prepared by a member of a local mercantile firm, as that which, given the opportunity, he would have asked leave to have delivered at to-morrow's (14th Decr.) meeting of the Chamber of Commerce. Failing such opportunity that draft speech is now given merely as a contribution, and we think a useful contribution to what we doubt not will be an important discussion. As we have referred to this speech in an article in to-day's issue no further preface is required:—

Mr. Chairman, Gentlemen:—

I have considered very carefully the memorandum issued to members by the Committee of this Chamber, but it appears to me that some of the views expressed therein are, in general principles at least, open to question.

But before touching on these, I should like to remark that the efforts of the Committee to justify their attitude towards the present Bill, appear somewhat strained. They state that "Proposed from time to time during the past ten years, ... cold water has been persistently thrown upon it by successive Committees of the Chamber." And yet they admit that in 1893 "The Chamber passed a resolution in favour of registration by a majority at a general meeting of 11 to 8," while in 1904, "The Committee (the Committee themselves this time, Gentlemen) by a majority of one . . . . considered registration desirable."

From this it would almost appear that the cold water was after all not so bitterly cold.

Rather would it appear that the European mercantile community, as represented by the Chamber, has taken a consistent and more or less favourable interest in registration for many years past, and that an unusually long-suffering Government has patiently borne with extraordinary contradictions and vacillations of opinion, and is still bent on putting our local trade on a sounder footing, and thereby attracting fresh capital to the Colony.

The memorandum states that "The Committee of course recognise that each successive Official Assignee has urged some such measure to secure the more efficient working of the Bankruptcy Ordinance. They observe, however, from the annual reports of the department, that other measures are also proposed for the same end, such as the stamping of books; and if the argument is to hold that the Official Assignee's recommendations in one instance are to be followed, it is difficult to escape the conclusion that they should also be adopted in others." But, surely, apart from any other fallacy in this argument, if the Government pass over the minor recommendations of the Official Assignee, and deal only with a question on which they find the Official Assignee and a large proportion of the European mercantile community to be at one—it surely indicates that, with an open mind, the Government is endeavouring, not to pamper the Official Assignee, but to confer a benefit on the mercantile community at large.

UNSOUND TRADE.

But, even if it be allowed that all the arguments brought forward by the Committee in their memorandum be sound arguments, is it not the case that they point without exception to the necessity of the Bill in its present form being modified and amended, and not to the advisability of all legislation in the matter being summarily condemned?

It appears to be contended that the Bill will restrict trade. On general principles it would appear impossible that sound legislation could restrict good trade. There are no doubt, however, certain clauses in the Bill as it now is which might have the effect of restricting good trade but as I presume that none of us desire the Bill in exactly its present form, this does not affect the question.

A large proportion of the trade we do here is surely not sound trade even though, having got accustomed to local methods, we continue to handle it, and often to strive after it as though it were the most desirable business possible. But to give credit blindly, as in many instances we have to do, with little knowledge of our debtors other than the facts that, for some reason, others give them credit also, and that they usually meet their engagements, is surely not sound trade. Yet no firm I imagine, confident of its own integrity, and stability, would object to its general constitution being known though it might, probably would, object to the details of that constitution being made public property.

And though, as I have said, we have grown accustomed to accepting and even seeking unsound trade, and though any departure from our usual methods might cause us temporary loss—still if such departure tended towards a general improvement in the quality of our trade,—tended in fact to put us more on a level with some other Eastern markets where our obnoxious credit system is not known—then should we not be prepared to face a temporary loss (if such there should be) for the sake of the ultimate benefit?

FAULTY FINANCE.

As all of us are well aware, a large number of China traders in Singapore practically owe their existence to the support of some wealthy Chinaman who, while he finances the business and draws a considerable share of the profits, takes on a limited liability inasmuch as he does not appear as a partner in the firm's books. The system is manifestly an unsound one, as while the name of the wealthy supporter is used in connection with the business it induces credit, when the business fails, not only do the assets of the wealthy supporter (who is all intents and purposes a partner) go scot-free, but he not infrequently poses as a creditor on the estate of his late business, and reduces the legitimate claims of the genuine creditor.

It has been stated that one of the effects of the Bill may be to induce such wealthy supporters to withdraw entirely from the businesses in which they are interested, rather than register as partners and render their entire assets liable. Personally it appears to me that, even at the risk of this result, the prevention of such unsatisfactory arrangements between "partners" with no capital and "supporters" who risk, is entirely desirable, and the fact that such arrangements frequently work quite satisfactorily is little justification of their existence.

On the other hand, such arrangements as those I have referred to are presumably merely entered into by Chinese capitalists as a means of employing surplus capital, and not from any sentimental desire to help their poorer brethren, and it is perfectly certain that, if such a means of employing surplus capital were considered to be withdrawn, the thrifty brain of the Chinese capitalist would readily evolve some other means of employing his funds, which, while equally beneficial to the general trade of the Colony might be on more honest business lines.

[Continued on page 7.]

THE WRECK OF THE "DUMBARTON."

SUFFERINGS OF THE CREW.

The officers and men of the British steamer *Dumbarton* has arrived at Nagasaki from Vladivostok after some very trying experiences. According to statements made by members of the crew and reported in the *Nagasaki Press*, the *Dumbarton* left San Francisco on September 25th for Nicolaevsk and other Far Eastern ports with a general cargo. Exactly one month from the date of sailing, the vessel ran aground on a sand bank about thirty miles from her destination. The neighbourhood being uninhabited, an open boat with six of the crew and two passengers left the ship to obtain assistance. After being three days and nights at sea, during which they suffered much from exposure, they beached the boat and lit a fire. Unfortunately the tide rising compelled them to abandon this quickly, and they would probably have perished had they not been observed by the keepers of a lighthouse. The latter took them in and provided them with beds and warm food. Their hands and feet were numbed with the cold, so that they were quite helpless. The Russians, however, treated them with great kindness until they were taken off by a special service vessel. Upon hearing their story, the captain of the Russian ship proceeded in search of the *Dumbarton*. The remainder of the crew were found to be lightening the ship by throwing overboard the cargo. The whole of the crew were then transferred to the Russian vessel, the officers and men of which treated them very harshly, stealing from them their clothes, blankets, and personal effects. They were kept on board for one month and five days, during which period no regular sleeping accommodation was granted them. At the end of this period they were landed at Vladivostok and there sent on board the Norwegian steamer *Arnfrid*, which brought them to Nagasaki.

The *Dumbarton* was commanded by Captain Rettie, and the crew consisted of six other officers and 17 men, in addition to which she carried two passengers. The officers and men are now in charge of the British Consul at Nagasaki, and will be sent home as soon as possible.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2.0
Do. demand	2 0 11/16
Do. 4 months' sight	2'1
France—Bank T.T.	2.57
America—Bank T.T.	49
Germany—Bank T.T.	2.09
India T.T.	152
Do. demand	153
Shanghai—Bank T.T.	71 nom.
Singapore T.T.	7½ % prem.
Japan—Bank T.T.	99
Java—Bank T.T.	123½
Buying.	
4 months' sight L/C.	2'1
3 months' sight L/C.	2/1
30 days' sight San Francisco & New York	50
4 months' sight do.	51
30 days' sight Sydney and Melbourne	2/1
4 months' sight Francs	2.62½
3 months' sight "	2.64
4 months' sight Germany	2.15
Bar Silver	30½
Bank of England rate	4 %
Sovereign	9.85

To-day's Advertisements.

Intimations.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
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JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"PYRRHUS"	1st January.
GLASGOW and LIVERPOOL	"SAINT BEDE"	2nd "
GLASGOW and LIVERPOOL	"PATROCLUS"	9th "
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"OOPACK"	23rd "
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"PELEUS"	6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	13th "

S.S. "Pak Ling" left Singapore on the 22nd inst., and is due here to-morrow.
S.S. "Pyrrhus" left Singapore on the 26th inst., and is due here on the 1st January.

HOMEWARD.

For	Steamers	To Sail
AMSTERDAM, LONDON & ANTWERP	"TYDEUS"	2nd January.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th "
*GENOA, MARSEILLES & LPOOL	"PAK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	13th February.
*GENOA, MARSEILLES & LPOOL	"PATROCLUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.
(OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.,
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamer	To Sail.
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	24th January.

WESTWARD.

From	Steamers	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	27th December.
	"PINGSUEY"	25th January.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th December, 1905. [1

CHINA NAVIGATION CO., LIMITED.

For	Steamer	To Sail.
SHANGHAI	"TIENTSIN" †	29th December.
CEBU and ILOILO	"SUNGKIANG" *	30th "
SHANGHAI	"YUNNAN" †	31st "
KOBE and NAGASAKI	"CHIHLI"	2nd January.
MANILA	"TEAN" *	2nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, SYDNEY and MELBOURNE	"CHINGTU" * ‡	16th "

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

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Hongkong, 27th December, 1905. 6

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 30th Dec., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 6th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd December, 1905. 5

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
.....	.....

For Freight and further information, apply to

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Hongkong, 23rd December, 1905 [11

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THE
KOWLOON HOTEL.
KOWLOON
J. W. OSBORNE,
Proprietor and Manager.
Cable Address:—"Chef." [20

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, $1; Return, $2; 3rd Class, Single, 30 cents; Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of $2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged $3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 9th October, 1905. [14

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW"...1,309...	T. R. MEAD.
"KWONG TUNG"...1,238...	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...$4
Meals ...$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
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No. 8, Queen's Road West.

Hongkong, 23rd August 1905. [17

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
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Connecting at Tacoma with
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PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
*Lyra**	4,417	G. V. Williams	29th Dec.
Shawmut	9,606	E. V. Roberts	23rd Jan.
*Hyades**	3,753	Geo. Wright	——
Tremont	9,606	T. W. Garlick	——

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED
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Queen's Buildings.
Hongkong, 27th December, 1905. [8

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

Steamship	About
"ATHOLL"	9th January.

For Freight and further Information, apply

DODWELL & Co., LIMITED,
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Hongkong, 19th December, 1905

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	*WINGSANG* †	FRIDAY, 29th Dec., Daylight.
MANILA	*LOONGSANG**	FRIDAY, 29th Dec., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*ONSANG**	SATURDAY, 30th Dec., 3 P.M.
S'GAPORE, PENANG & CALCUTTA	*NAMSANG**	SATURDAY, 6th Jan., 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtsze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage apply to

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General Managers.

Hongkong, 27th December, 1905. [460

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on.
"NICOMEDIA"	4,37[illegible]	Wagemann	December 30th, at Noon
"NUMANTIA"	4,37[illegible]	Feldmann	January 7th, 1906.
"ARABIA"	4,48[illegible]	Metzenthin	January 31st, "
"ARAGONIA"	5,19[illegible]	Ernst	.....

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

12]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, TO-MORROW, the 28 instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 27th December, 1905. [1270

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON.
(With Liberty to Call at the Malabar Coast).

THE Steamship

"COULSDON,"

Captain Henry, will be despatched for the above Ports, on or about TUESDAY, the 2nd January, 1906.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 8th December, 1905. [217

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH,"

Captain Ross, will be despatched for the above Port, on or about TUESDAY, the 16th January, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 21st November, 1905. 144

"BEN" LINE OF STEAMERS.

FOR MARSEILLES AND LONDON.

THE Steamship

"BENLOMOND,"

Captain Henderson, will be despatched as above, TO-MORROW, the 28th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th December, 1905. [1190

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain W. G. McArthur, will be despatched for the above Ports, TO-MORROW, the 28th instant, at Noon, instead of as previously advertised.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th December, 1905. [1189

Shipping—Steamer.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR MARSEILLES, HAVRE, ANTWERP (DIRECT) AND LONDON,
With prompt transhipment at Marseilles,
Calling at MANILA, SINGAPORE, PENANG and COLOMBO.

THE Company's Steamship

"KOUANG-SI,"

Captain Barillon, will be despatched as above, on or about the 6th February, 1906.

This Steamer has Accommodation for Passengers and carries a duly qualified Doctor.

For information as to Passage and Freight, apply to

G. DE CHAMPEAUX,
Agent.
Queen's Building.

Hongkong, 26th December, 1905. [1289

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 30th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Victoria*, 6,522 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for Persia and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on the 10th February, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th December, 1905. 17

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON SINGAPORE, BATAVIA COLOMBO, INDIA, ADEN DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 9th January, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Nera* bound for Marseilles *via* Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. *POLYNESIEN*.....23rd January.
S.S. *CALEDONIEN* ..... 6th February.
S.S. *SALAZIE* .....20th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th December, 1905. [7

Consignees.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 26th December, 1905. [8

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"
FROM PORTLAND (OR.), YOKOHAMA KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE,
Acting General Agent.

Hongkong, 23rd December, 1905. [12

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAPAN,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 1st proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 26th December, 1905 [2

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Matapan* and *Medoc*, from Havre ex s.s. *Medoc*, and from Bordeaux ex s.s. *Ville d'Arvas*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 2nd January, 1906, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd January, 1906, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 2nd January, 1906, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 26th December, 1905. [7

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"BRISGAVIA,"

Captain Russ, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 23rd December, 1905 will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd December, 1905, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th December, 1905. [1276

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 27th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 27th instant, at 9.30 A.M.

All Claims must reach us before the 2nd January, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 19th December, 1905. [5

Intimations.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessels during her stay in Hongkong Harbour:—

AMAPA, British steamer, Capt. J. M. Williamson.—Dodwell & Co., Ltd.

CELTIC CHIEF, British ship, Captain John Jones.—Standard Oil Co.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 20th September, 1903.

REGISTRATION OF PARTNERSHIPS.

[*Continued from page 5.*]

IDLE FEARS.

Personally, however, I think the effect of the Bill on such arrangements as these would not result in the withdrawal of the capital. The supporter would probably continue to finance the firm and instead of running the risk of being proved a partner, as under present circumstances he might be, he would have the satisfaction of drawing his annual profits (called interest perhaps) and knowing that his liability was legally limited. As Mr. Bonser said in 1888, the Bill "will have the desirable effect of putting an end to attempts to render persons, who are not partners, liable as quasi-partners."

The objection of the Committee that "Creditors will be deprived by this Bill of the powers they at present possess and successfully use, of suing a man who can be proved a partner, but who might not under the Ordinance be registered," appears hardly reasonable. If by non-registration, supporters of firms plainly indicate that they do not accept the responsibilities of partners, they take the risk by so doing of reducing the credit of their firm, and thus losing money, and they surely correspondingly deserve the immunity from liability of being sued as partners which such non-registration gives them.

The memorandum states that "the Committee consider that among "Chinese there would be many unregistered partners." Undoubtedly there would, but they would not be in a position, as they are now, to falsely induce credit for the firms they support by tacitly, though not actually nor probably, admitting themselves to be partners.

One of the strongest arguments brought against the Bill appears to be that it will discount experience as regards the giving of credit, and will put the newest and smallest firms on a level with those that have borne the brunt of an unusually not uneventful past.

I am myself connected with one of the oldest firms here, but interest in certain recent failures has caused no little amusement—perhaps in spite of some personal experience and the assistance of cashiers of greater experience I am bound to admit that there are few native firms with whom we deal, a few further particulars than those I possess regarding the constitution and stability of which would not be of the keenest possible interest to me. And some of the heavy failures of this and last year would appear to show that some others at least of the leading local houses are not appreciably better informed.

As regards the new and small firms, it appears to me that they base their business and credit on what they see done by the older and larger firms, and what the older and larger firms do is as an open book to any market kranie of mediocre ability. Personally I have never found it so difficult to ascertain what credit any firm gives a dealer, as to ascertain how much I ought to give him myself.

And while we frequently grumble at the extent to which competition is carried locally, and sometimes speak with disrespect of the innumerable small businesses which certainly now do exist here, we cannot surely reasonably expect anything else, and few of us would probably care to admit that we were not ready to accept, and even welcome, honest competition unless we acknowledge that we have no interest whatever in the general prosperity of the Colony.

So then, if it is the case that the judgment of the older firms as regards credit, is almost as frequently incorrect as that of the newer; if it is the case (and I think it will be admitted that it is) that the newer firms trade on the experience of the older; if we welcome the introduction of new capital and do not really object to the honest competition it naturally entails—is it a just cause of complaint against the Bill that in enabling the older firms to arrive at a more correct appreciation of the value of their clientele it enables the newer firms to do likewise?

MODIFIED CONDITIONS.

While I have now touched upon one or two of the general objections to the Bill, there remains the question as to how the Bill, if it be in main principles a desirable one, can be best modified.

Certain Chinese dealers with whom I have been in conversation in the matter, state that they would not have the slightest objection to registering themselves, but they would object to the public being supplied with minute details of the composition of their business. If registration be ipso facto a proof of partnership, then the mere fact that any one is registered as a partner in a business renders his entire assets liable, so that it might not perhaps be necessary, at least in the initial stages of the working of the proposed new law, for the partners to be compelled to furnish particulars as to their exact interest. And the accessibility of such details to the public might produce much merely inquisitive examination of the register which would be annoying to those registered.

It might perhaps be arranged that the register should not be a public document in the fullest sense of the word, but should only be accessible to such persons as satisfied the registrar of their bona fides.

But it is not necessary here to go into details of these or more important modifications which may be necessary. That may be left to the subsequent consideration of this Chamber. The Government have shown themselves patient and considerate in the whole matter, and will doubtless continue to do so if their efforts to improve the quality of our trade are met in a spirit which will show them that we work not so much in our individual interests as in those of the general trade of the Colony. That there is room for improvement in the methods of carrying on that trade there can surely be little doubt, but, at the same time, if by passing such a resolution as that which this meeting was convened to consider, we once more rebuff the Government, we can hardly feel that any further consideration is due to us from them.

Gentlemen, I beg to propose the following resolution to the meeting:—That in the opinion of this Chamber, some form of legislation for the registration of partnerships is desirable, but that the Bill now before the Legislative Council requires modification. They therefore request Government to postpone the further reading of the Bill, in order to give this Chamber time to draft and submit their proposals regarding the modifications necessary.

J. W. H.

Shipping.

Arrivals.

Forsteck, Ger. s.s., 1,810, T. Tappers, 24th Dec.,—Hamburg 11th Oct., Gen.—J. & Co.

Arroyo, Br. s.s., 2,307, H. Plough, 24th Dec.,—Kutchinotzu 19th Dec., Coal.—D. & Co., Ld.

Oira, Nor. ship, 1,199, F. Refsnes, 24th Dec.,—Fremantle 18th Oct., Sandalwood.—S. & Co.

Knivsberg, Ger. s.s., 646, H. Lorenzen, 25th Dec.,—Chinkiang 21st Dec., Gen.—S. & Co.

Dagmar, Ger. s.s., 925, M. Engelhart, 25th Dec.,—Bangkok 17th Dec., Rice.—B. & S.

Lennox, Br. s.s., 2,361, F. McNair, 25th Dec.,—Callao 15th Nov., Ballast.—D. & Co., Ld.

Australian, Br. s.s., 1,784, W. G. McArthur, 26th Dec.,—Yokohama 16th Dec., Kobe and Moji 22nd, Gen.—G., L. & Co.

Lyra, Am. s.s., 4,417, G. V. Williams, 26th Dec.,—Manila, P.I. 23rd Dec., Gen.—D. & Co., Ld.

Hanoi, Fr. s.s., 759, P. Mesrles, 26th Dec.,—Haiphong 24th Dec., Rice and Gen.—A. R. M.

Onsang, Br. s.s., 1,788, J. T. Davies, 26th Dec.,—Kuchinotzu 21st Dec., Coal.—J., M. & Co.

Arconia, Russian s.s., 2,644, Galin, 26th Dec.,—Singapore 17th 17th Dec., Gen.—Order.

Phra Nang, Ger. s.s., 1,021, F. v. Mangelsdorff, 26th Dec.,—Anghin 17th Dec., Rice.—B. & S.

Kenley, Br. s.s., 2,431, Parker, 26th Dec.,—Calcutta 6th Dec., Coal.—W., K. & Co.

China, Am. s.s., 3,186, D. E. Friele, 27th Dec.,—San Francisco 25th Nov., and Manila 25th Dec., Mails and Gen.—P. M. S. S. Co.

Emma Luyken, Ger. s.s., 1,160, G. Cornand, 27th Dec.,—Hongay 24th Dec., Coal.—Order.

Wingsang, Br. s.s., 1,517, W. Stalker, 27th Dec.,—Canton 26th Dec., Gen.—J., M. & Co.

Chihli, Br. s.s., 1,143, G. Dooker, 27th Dec.,—Wakamatsu 21st Dec., Coal.—M. B. K.

Shansi, Br. s.s., 1,228, F. Boyd, 27th Dec.,—Wuhu 20th Dec., and Chinkiang 22nd, Rice, &c.—B. & S.

Kwanglee, Ch. s.s., 1,461, R. L. Lincoln, 27th Dec.,—Shanghai 24th Dec., Gen.—C. M. S. N. Co.

Toonan, Ch. s.s., 942, W. R. Boyd, 27th Dec.,—Shanghai 23rd Dec., Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Arconia, for Vladivostock.
Knutsford, for Yokohama
Keongwai, for Hoihow.
Carl Diederichsen, for Hoihow.
Haimun, for Swatow.
Sithonia, for Singapore.
Charterhouse, for Amoy.
Kwongsang, for Shanghai.
Mongolia, for Shanghai.
Ichang, for Ningpo.
Anghin, for Swatow.
Apenrade, for Hoihow.
Chihli, for Canton.
Japan, for Shanghai.
Shansi, for Canton.
Australian, for Manila.
Petrarch, for Saigon.
Madeleine Rickmers, for Bangkok.

Departures.

Dec. 27.

Mongolia, for San Francisco.
Anghin, for Bangkok.
Haimun, for Coast Ports.
Ichang, for Shanghai.
Charterhouse, for Amoy.
Emma Luyken, for Canton.
Changsha, for Australian Ports.
Kwongsang, for Shanghai.

Passengers arrived.

Per *Lennox*, from Callao—150 Chinese.

Per *Dagmar*, from Bangkok—Mr. MacKay.

Per *Australian*, from Japan for Hongkong—Mrs. and Miss Hicks, and 3 Japanese. For Thursday Island—2 Japanese. For Brisbane—Messrs. Morton, C. White, W. White and E. Pullman. For Sydney—Mrs. Mead, Messrs. Benson, Wall, and Mr. and Mrs. Oxley.

Per *China*, from San Francisco, &c.—Mr. and Mrs. F. T. Berry, Rev. and Mrs. J. G. Bawn, Messrs. C. C. Brunner, W. F. Barnes, R. G. Bracchi, C. J. Connell, Comdr. F. W. Coffin, U.S.N., Lieut. Dismuckes, U.S.N., Mrs. F. Farrington, Messrs. E. Goddard, F. A. Gerryost, Mrs. A. D. Helms, Mr. and Mrs. A. A. Hammersley, Miss Hammersley, Mr. J. C. Hanna, Mrs. M. E. Jones, M. Keller, Rose Lawrence, E. B. Leigh, Mr. and Mrs. C. H. Miller, Mr. J. G. Oliver, Mr. and Mrs. T. W. Page, Mr. John H. Page, Jr., Dr. R. M. Powers, Mrs. J. A. Ross, Messrs. Jas. Rolph, R. T. Rolph, A. Sing, Mrs. S. Spalding, Mr. and Mrs. R. M. Shearer, Messrs. D. Le Roy Topping, W. M. Tipton, H. E. Wright, T. D. Witt, Guy Whitlock, U.S.N., Mr. and Mrs. H. C. Watson, Messrs. Geo. Palmer, Oliver Bainbridge, F. P. de Silva, Mrs. Anna Miller, Mrs. C. Fukuda, and 368 Chinese.

Per *Kwanglee*, from Shanghai—Mr. and Mrs. Rekovsky, and 135 Chinese.

Shipping Report.

Str. *Dagmar* from Bangkok:—Strong NE. monsoon.

Str. *Arconia* from Singapore:—Strong NW. WNW. wind all the passage.

Str. *Onsang* from Kuchinotsu:—Fine weather generally, moderate breezes to strong moderate sea.

Str. *Chihli* from Wakamatsu:—Moderate NW. winds and sea to Heishan, from there to port moderate to strong NE. wind.

Str. *Arroyo* from Kuchinotsu:—Strong NW. gale between Formosa and Japan, and strong NE. monsoon remainder of passage.

Str. *Australian* from Japan:—Moji to Nanki Island moderate to increasing to SE. winds, beam sea, thence to Lamock light variable winds and thick foggy weather, thence to port moderate NE. monsoon, fine weather and smooth sea.

Vessels in Port.

STEAMERS.

Alexander, Am. s.s., 1,785, Gove, 13th Nov.,—Cavite 9th Nov., Coal.—Order.

Algoa, Br. s.s., 4,897, A. Lockett, 17th Dec.,—San Francisco via Portland Tacoma and Japan Ports 17th Oct., Flour and Gen.—P. M. S. S. Co.

Catherine Apcar, Br. s.s., 1,750, A. Stewart, 19th Dec.,—Singapore 13th Dec., Gen.—D. S. & Co., Ld.

Chowfa, Ger. s.s., 1,050, F. Spiesen, 24th Dec.,—Bangkok 15th Dec., Rice.—B. & S.

Dr. Hans Jürg Kiær, Nor. s.s., 691, H. E. Larsen, 19th Dec.,—Iloilo 14th Dec., Sugar.—Aagaard & Thoresen Co.

Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 19th Dec.,—Vancouver, B.C., 27th Nov., and Shanghai 16th Dec., Mails and Gen.—C. P. R. Co.

Haiching, Br. s.s., 1,267, A. E. Hodgins, 22nd Dec.,—Foochow 19th Dec., Amoy 20th, and Swatow 21st, Gen.—D., L. & Co.

Hinsang, Br. s.s., 1,517, W. E. Sawer, 24th Dec.,—Java 14th Dec., Sugar.—J., M. & Co.

Iris, Am. s.s., 1,362, Whiton, 7th Dec.,—Manila 4th Dec., Coal.—Order.

Japan, Br. s.s., 2,795, E. P. Martin, 25th Dec.,—London 11th Nov., Gen.—P. & O. S. N. Co.

Keong Wai, Ger. s.s., 1,115, Köhler, 23rd Dec.,—Bangkok 12th Dec., and Swatow 23rd, Rice.—B. & S.

Kwongsang, Br. s.s., 1,427, W. P. Baker, 25th Dec.,—Canton 24th Dec., Gen.—J., M. & Co.

Loongsang, Br. s.s., 1,092, A. E. Sandbach, 25th Dec.,—Manila 22nd Dec., Gen.—J., M. & Co.

Manaton, Br. s.s., 2,623, R. J. Work, 23rd Dec.,—Newcastle, N.S.W. 28th Nov., Coal.—S., T. & Co.

Nam Sang, Br. s.s., 2,591, Geo. Payne, 25th Dec.,—Calcutta 9th Dec., via Penang and Singapore 19th, Gen.—J., M. & Co.

Nicomedia, Ger. s.s., 4,373, P. Wagmann, 23rd Dec.,—Portland, Or. 14th Nov., Gen.—P. & A. S. S. Co.

Petchaburi, Ger. s.s., 1,273, G. Hillmann, 25th Dec.,—Bangkok 15th Dec., Rice.—B. & S.

Promise, Nor. s.s., 714, E. Torstensen, 10th Dec.,—Anping 6th Dec., Gen.—O. S. K.

Royalist, Br. s.s., 2,080, W. A. Scott, 24th Nov.,—Hongay 21st Nov., Coal.—J., M. & Co.

Shahjehan, Br. s.s., 1,065, J. Scott, 24th Dec.,—Saigon 17th Dec., Gen.—Order.

Sithonia, Ger. s.s., 6,250, H. Brehmer, 25th Dec.,—Shanghai 22nd Dec., Gen.—H. A. L.

Sungkiang, Br. s.s., 987, Pennefather, 25th Dec.,—Iloilo 21st Dec., Sugar.—B. & S.

Taming, Br. s.s., 1,350, A. W. Outerbridge, 21st Dec.,—Manila 19th Dec., Gen.—B. & S.

Thode Fagelund, Nor. s.s., 4,382, G. Staneford, 15th Dec.,—Newcastle, N.S.W., 23rd Nov., Coal.—S., T. & Co.

Zafiro, Br. s.s., 1,618, R. Rodger, 25th Dec.,—Manila 22nd Dec., Gen.—S., T. & Co.

SAILING VESSELS.

Celtic Chief, Br. ship, 1,709, Jones, 9th Nov.,—Philadelphia, 10th June, Kerosine.—S. O. Co.

Rose, Br. bq., 822, Wright, 10th Nov.,—West Australia 4th Aug., Sandal Wood.—S. & Co.

Simla, Br. 4-masted bq., 2,087, Casson, 13th Dec.,—Cardiff 4th July, Patent Fuel.—Naval Yard.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Empire	Manila	G., L. & Co	Dec. 28
Monmouthshire	Singapore	S., T. & Co	Dec. 28
Alesia	Singapore	H. A. L.	Dec. 28
Oceana	Singapore	P. & O. Co	Dec. 29
Roon	Colombo	M. & Co.	Jan. 3
Athenian	Vancouver	C. P. R. Co	Jan. 3
Taiyuan	Sydney	B. & S.	Jan. 5
Tjimahi	Kobe	J. C. J. L.	Jan. 8
P. Sigismund	Sydney	M. & Co.	Jan. 14

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Kwong Tung	"	Kowloon	Dock.
Empress of China	"	"	"
Algoa	"	"	"
Argus	"	"	"
H.M.S. Itchen	"	"	"
Kaifong	"	"	"
C. Hardouin	"	"	"

SHANGHAI.

22nd inst.
Esang .... Old, Dec. 15

Ships Passed The Canal.

Arrivals at Home—2nd December—*Zieten, Longsor, Suevia, Silesia*, (Ger.) 5th December—*Bencleuch, Benglos*. 8th December—*Agamemnon, Sierra Blanca, Slavonia*. 8th December—*Pera*. 12th December—*Prinzess Alice, Den of Mains, Diomed*. 16th December—*Salasie, Seneca, J. P. Chapman*. 19th December—*Borussia, Albenga*. 23rd December—*Oceanien, Satsuma*.

Post Office.

A Mail will close for:—

Haiphong—Per *Hanoi*, 28th Dec., 9 A.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Australian*, 28th Dec., 11 A.M.

Macao—Per *Heungshan*, 28th Dec., 1.15 P.M.

Singapore, Penang and Calcutta—Per *Catherine Apcar*, 28th Dec., 2 P.M.

Shanghai—Per *Tientsin*, 28th Dec., 3 P.M.

Swatow and Shanghai—Per *Wingsang*, 28th Dec., 5 P.M.

Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per *Lyra*, 29th Dec., 11 A.M.

Macao—Per *Heungshan*, 29th Dec., 1.15 P.M.

Manila—Per *Loongsang*, 29th Dec., 3 P.M.

Bangkok—Per *Patchaburi*, 30th Dec., 9 A.M.

NEW YEAR'S HOLIDAYS.

On New Year's day the Post Office will be closed except from 8 a.m. till 9 a.m. There will be one delivery of letters and one collection as on Sundays.

The Money Order Office will be entirely closed during the holidays.

VISITORS AT THE HOTELS.

HONGKONG.

Acheson, Mrs.
Anderson, Mrs. K.
Battiscombe, H. G.
Beauchamp, G.
Bell, R.N., Engr.-Lieut. H. F.
Bernard, P.
Birbeck, R. J.
Bishop, L. C.
Bisney, S.
Bissell, W. S.
Bosse, M. & Mrs. A. J.
Bonnar, Mr. and Mrs. J. W. C.
Bonner, E. A.
Borthwick, R. W.
Borthwick, Mrs. R. W. and child
Bosson, Jr., Mrs. G. C.
Boyce, W. S.
Brener, Oh.
Broughall, L.
Burnie, C. M. G.
Burth, H. H.
Carter, W. L.
Catturinich, A.
Chatham, Hon. & Mrs. W.
Cheshire, F. D.
Clark, M. O.
Clark, T.
Clarke, Mr. and Mrs. T. W.
Clegg, R.N., Eng. Lt. and Mrs. H. J.
Colls, Misses
Colls, Mrs.
Colvin, H. E.
Copp, Mrs and Miss
Coulthart, J.
Cruickshank, A.
Cunningham, G.
Davies, F. O.
Deacon, F. B.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Dowley, Mr. and Mrs. W. A.
Downing, Mr. T. C.
Drake, Mrs. F. J.
Dresser, J. H.
Dupree, W. S.
Eddy, Mr. and Mrs. R. A. and maid
Ellis, R. H.
Evan-Jones, Dr. and Mrs. E.
Fabling, Mr. & Mrs. R.
Fisher, Mrs. J. C.
Fischer, R.
Fletcher, H.
Follmer, C. C.
Frankels, C. W.
Graham, Mr. and Mrs. W. D.
Grant, R.N., Capt. and Mrs.
Gratton, R. H.
Gray, T. C.
Hall, Capt. T
Haughwont, W. B.
Hardy, R.N., Lt. and Mrs. C. T.
Harker, B. B.
Harvey, R. B.
Hemperly, Mr. & Mrs. J. H.
Hodgson, C. A. G.
Hodgson, C. B. M.
Hollingsworth, Mr. & Mrs.
Holt, B. G.
Humphreys, Mr. and Mrs. H.
Hurst, R.N., Engineer-Capt.
Hunter, R.
Innes, Capt. R.
Jameson, Mr. and Mrs. J. W.
Johannsen, Edm.
Jokl, S. P. F.
Kent, H. W.
Kerr, F.
Kerr, Mr. & Mrs. J. K.
King, Mr. and Mrs. G. R.
Koenig, C.
Kopp, A.
Laing, A. H.
Lecomte, G.
Lewis, A. R.
Lewis, L. S.
Marriott, Dr. O.
Maze, F. W.
McCulloch, Mr. and Mrs. J. L.
McCulloch, Miss
Meier, Mr. and Mrs. John
Metcalf, Mr. & Mrs. H.
Miller, P. L.
Moon, Mr. & Mrs. E. M.
Moore, Dr. W. B. A.
Morrison, Mrs. & child
Morley, J. P.
Moulder, Mr. and Mrs. A. B.
Navarre, Mrs.
Newall, S. G.
Newington, A. G.
Nicholls, E. A.
Oliffe, O. C.
Palmer, E. L.
Pan, F. N. Le
Pangborn, Mrs. H.
Parfitt, W.
Patey, Mrs. E. O.
Peake, W.
Pecker, B. L.
Pennefather, Mrs. G. H.
[illegible]rdten, A. R.
Pigott, C.
Powell, W. A.
Prath, W. C.
Reynolds, Mr. & Mrs. A. G.
Roach, Mrs. J. S. and child
Robbins, R.N., Lieut. and Mrs. J. F.
Robeson, Miss H. H.
Scott, Mr. and Mrs. J. G. and child
Shea, J. J.
Skott, C.
Sleigh, H. O.
Snell, Mr. and Mrs. L.
Somerville, Geo.
Spittles, J. S.
Sprague, R. W.
Stein, A. L.
Stephens, H.
Stevenson, R.N., Lieut. Comdr. and Mrs. E.
Tait, E. G.
Thomas, H. P.
Thomas, Miss M. L.
Valentini, V.
Wakefield, Mrs. and Miss
Watkins, Miss E.
Webb, A. E.
Whitlow, A. W.
Winchester, W. C.
Wright, Mr. & Mrs. T.
Young, J. A.

KING EDWARD.

Barnes, Mrs.
Bony, A. F. and valvet
Brunner, Chas. C.
Burke, F. E.
Burrill, H. R.
Cunnings, H. W.
Double, R.N., Comdr. Thorpe
Double, Mrs.
Douglas, Miss
Earlscliffe, Herbert
Early, Miss R.
Early, Miss M. J.
Finlay, F. K.
Fraser, Mr. and Mrs. H. W.
Fraker, C. H.
Goddard, Edwin
Ivaconer, Mrs. J. M.
Jackson, Mrs. and child
Lugebil, V.
Moody, Mrs. J. L.
Morgan, W. H.
Moses, E. J.
Nursaw, E.
Powers, Dr. R. M.
Seymour, Mrs. I. K.
Sherman, Mr. and Mrs. R. H.
Smith, Mrs.
Squair, Alex. C.
Stupersky, A.
Textor, Capt. H.
Topping, D. Le Roy
Unbehaun, C. H.
Watson, Mr. and Mrs.

OCCIDENTAL.

Caspersen, S.
Hachne, Dr. Med.
Hales, G. L.
Hemp, A.
Kempel, Capt. C.
Keyt, Dr. H.
Krill, G.
Lowe, Mr. and Mrs. J. C.
Lowe, Miss Siesie
Maier, Capt. and Mrs. N. J.
McKay, J.
Munro, Miss A.
Owen, O. E.
Petersen, Mrs. C.
Schönberg, Victor
Stoltz, O.

PEAK.

Aucott, E. F.
Beattie, A.
Bentinck, Mrs.
Buxton, Lady B.
Chichester, Maj. A. A.
Clothier, A. N.
Cocks, Mr. & Mrs. A. E.
Daniel, Mr.
Darling, Col.
Earnshaw, D.
Fenton, Mr.
Gales, Capt.
Gaster, E.
Gearle, Rev.
Gracey, Mr.
Harker, B. Brotherton
Hassan, Mr. and Mrs.
Haynes, Col.
Hazeland, F. A.
Howard, Mr. and Mrs. W. H.
Hughes, Mr.
Jacks, Mr.
Jeffries, H. U.
Joseph, Mr. and Mrs.
Josling, Lt.-Col.
Kaye, Major and Mrs.
Kelsall, Major & Mrs.
Knight, Mr.
Louder, Mr.
Martin, R.
Mitchell, R.
Moss, Mrs.
Moxon, Mr. and Mrs.
Ollis, F. B.
Painter, Major & Mrs.
Parry, Major
Peeble, Mr.
Philips, Mr. and Mrs.
Pollock, K.C., Mr.
Quennell, Capt.
Sawer, Capt. and Mrs.
Sinclair, A.
Stadt, Mr. and Mrs. Van de
Stokes, Mr.
Thomas, Mrs. Carl
Thomas, Misses
Vandin, Gordon
Vereker, Capt. & Mrs.
Watson, Mr. & Mrs. M.
White, Dr. M. J.
Wilkie, Mr. and Mrs. John
Woodward, Mr. & Mrs.

CRAIGIEBURN.

Barnett, H. J. O.
Dann, G. H.
Dow, P.
Falloon, C. H.
Gaskell, Mr. and Mrs.
Har[illegible]n, Mr. and Mrs.
Harvey, Capt. & Mrs.
Marchant, Capt. and Mrs. and children
Ja[illegible]on, P. B.
R[illegible]s, F. O.
Sm[illegible] J. Grant
Smith, Mr. and Mrs. Grant
Smith, Percy
Soppa, P.
Webb, Mr. and Mrs. Montague

KOWLOON.

Ainslie, Dr. D. H.
Charlton, R.N., Capt. and Mrs. E. and nurse
Binder, Mrs. F. C.
Crawford, [illegible] A.
Hall, A. [illegible]
Reynolds, [illegible] O.

CHINA COAST METREOLOGICAL REGISTERR.

December 26th, 1905, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Taihoku	5 a.m.	30.15	—	—	E	2	—
Taichu	"	30.11	—	—	NE	2	—
Tainan	"	30.13	—	—	N	4	—
Koshun	"	30.04	—	—	NE	2	—
Pescadores	"	30.09	—	—	NE	8	—
Weihaiwei	9 a.m.	30.49	33	—	NW	3	b
Gutzlaff	"	—	43	92	N	4	omd
Sharp Peak	"	30.27	59	88	NE	4	og
Amoy	6.30 a.	30.05	61	94	NE	2	o
Swatow	9 a.m.	30.08	64	95	—	0	c
Canton	"	30.22	56	100	NE	1	c
Hongkong	10 a.m.	30.17	66	86	W	1	o
Victoria Peak	"	—	—	—	NE	3	—
Gap Rock	"	30.14	—	—	N	4	—
Macao	"	29.94	60	—	N	1	o
Haiphong	"	—	—	—	—	—	—
Manila	"	29.96	81	76	WNW	1	o
Bacolod	9 a.m.	—	—	—	NE	4	c
Iloilo	"	29.89	82	—	NE	1	b
Cebu	"	—	84	—	N	1	c
C. St. James	10 a.m.	—	—	—	—	—	—

December 27th, 1905, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Taihoku	5 a.m.	30.15	—	—	E	6	—
Taichu	"	30.09	—	—	—	0	—
Tainan	"	30.08	—	—	NE	2	—
Koshun	"	30.03	—	—	NE	10	—
Pescadores	"	30.08	—	—	NE	10	—
Weihaiwei	9 a.m.	30.49	36	—	NNE	1	b
Gutzlaff	"	30.36	47	85	N	4	cv
Sharp Peak	"	30.25	58	81	NE	5	o
Amoy	6.30 a.	30.08	58	88	NE	2	c
Swatow	9 a.m.	30.09	58	94	NNE	2	b
Canton	"	30.18	59	88	—	0	c
Hongkong	10 a.m.	30.17	65	80	E	4	o
Victoria Peak	"	—	—	—	E	5	—
Gap Rock	"	30.17	—	—	ENE	5	—
Macao	"	29.92	64	—	NE	1	o
Haiphong	"	—	—	—	—	—	—
Manila	"	29.92	82	70	WSW	1	c
Bacolod	9 a.m.	—	—	—	NE	2	od
Iloilo	"	29.89	81	—	N	2	b
Cebu	"	—	86	—	N	1	b
C. St. James	10 a.m.	—	—	—	—	—	—

	Dec 25 at 10 a.m.	Dec. 25 at 4 p.m.
Barometer	30.17	30.09
Temperature	66	67
Humidity	86	79
Rainfall	1.16	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity.*	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Shanghai
Arun	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Heaton	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Weihaiwei
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Shanghai
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Yangtsze
Cherub	water tank and tug	590	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtsze
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Hongkong
Dee	torpedo boat destroyer	560	6	7,000	Lieut.-Commander H. E. Sullivan	Hongkong
Erne	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Bather	Hongkong
Ettrick	torpedo boat destroyer	560	6	7,000	Lieut.-Commander Lewin	Hongkong
Exe	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	Singapore
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-v.	6,400	—	2,400	Captain E. F. B. Charlton	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Itchen	torpedo boat destroyer	550	6	7,000	Lieut.-Commander C. Seymour	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Hongkong
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Hongkong
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	Yangtsze
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. Kiddle	West River
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	Surveying (Labuan
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyne	West River
Taku	torpedo boat destroyer	350	6	6,500	In reserve	Yangtsze
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore H. P. Williams	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Hughes	Yangtsze
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,000	Lieut.-Commander C. E. L. Thomas	Long Harbour
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flying Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief, whilst *Diadem* is in dock.

Intimations.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $8,500,000 $250,000	$1,702,728	£1 15/- @ exchange 1/10½=$18.66.67 for first half-year 1905	5 %	$865 sellers London £92½
National Bank of China, Limited	99,925	£7	£5	$200,000	$41,768	$2 (London 3/6) for 1903	...	$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,600,000 $147,895	$211,540	$20 for 1904	6½ %	$325 sellers
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$950,000 $169,215 $202,455 $296,955	Nil.	$4½ for year ended 30.4.1905	5½ %	$85 buyers
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	5½ %	Tls. 90 buyers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 £40,000 $331,453 $1,043,930 $1,152,364	$2,339,112	$40 for 1904	5½ %	$710 buyers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$750,000 $5,000 $5,890	$486,284	$12 and $3 special dividend for 1903	8½ %	$170
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $218,093 $2,241	$329,047	$6 dividend & $1 bonus for 1903	8 %	$88 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,200,505	$360,372	$34 for 1903	11 %	$330
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$5,000	$8,832	$1 for 1904	4½ %	$22
Douglas Steamship Company, Limited	20,000	$50	$50	$261,638 $88,941	Nil.	$3½ for year ended 30.6.1905	10 %	$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ld.	50,000	$15	$15	$250,000 $600,000 $145,376	18,064	$1 for first half-year 1905	8 %	$24 buyers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£120,000 £241,150 £3,999	£4,435	12/- @ 1/10½=$6.29.51 for 1904	6¾ %	$95 buyers
Shanghai Tug and Lighter Company, Limited	700,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905	8 %	Tls. 58 buyers
Do. (Preference)	100,000					Interim of Tls. 1½ for 1905	8 %	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000 £4,116	£58,852	1/- (Coupon No. 5) for 1904	4½ %	23/-
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$65,000 $24,257	$929	$1.80 $0.90 for year ending 30.4.1905	5¾ % 4 %	$32 sellers $23 sellers
Straits Steamship Company, Limited	5,000	100	$100	$400,000 $ 21,075 $130,153	$21,231	$10 for 1904	7 %	$149 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	T.Tls. 50	Tls. 98,000 Tls 195,479 Tls. 28,000 Tls 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	9½ %	Tls. 35 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000 $150,000	$42,812	Interim of $10 for 1905	10 %	$200
Huron Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $85,987	$3 for 1897	...	$25 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,713	Tls. 2½ for year ending 30.9.04	...	Tls. 62 sales
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£80,000 £26,011	£13,355	Final of 1/- (No. 5)	—	Tls. 9 sellers
Oriental Consolidated Mining Company, Limited	500,000	G $10	G. $10	none	G $672,093	Interim of 50 cents (gold) for 1905 (No. 5)	...	G. $17
Taub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents	...	$4 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	10 %	Tls. 130 buyers
Fenwick (Geo.) & Co., Limited	6,000 12,000	$25	$25	$70,000	$8,577	$3.75 for 1904 on old capital First year	... ...	$25 buyers $24½ buyers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	40,000	$50	$50	$250,000 $58,423 $10,000 $300,000	$29,422	Interim of $2½ for 1005	4½ %	$109
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$41,500	$501,332	$6 for first half-year 1904	8 %	$163 buyers
New Amoy Dock Company, Limited	10,000	$6¼	$6¼	$55,500	Dr. 10,260	$1½ for 1903	7 %	$17
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	Interim of Tls. 6 for 1905	5¾ %	Tls. 210
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9½ %	Tls. 190 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$14,516 Tls. 34,000	$9,028	$2½ for year ended 30.6.1905	9 %	$27½ sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 8,000	Tls. 806	Interim of Tls. 5 for year 905/6	8 %	Tls. 130
Central Stores, Limited	6,000	$15	$12	$20,000	$1,502	Final of 60 cents making $1.80 for 1904	12 %	$15
Do. (Founders')	123	$15	$12			None	...	$100
Do. (New Issue)	74,000	$15	$7½			Preferential of 7 per cent for 1904	7 %	$7½ buyers
Hongkong Hotel Company, Limited	17,000	$50	$50	$648,975 $31,087	$10,126	$5 for first half-year 1905	6½ %	$150 sales
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$37,875	Interim of $3½ for 1905	5½ %	$125 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Interim of Tls. 1	15 %	Tls. 16 sellers
Hotel Metropole Company, Limited	2,000	$100	$100	.....	First year	Final of $6 making $10	9½ %	$102½
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$200,994 $50,000	$11,958	90 cents for 1904	7½ %	$12½ buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$377	$3 for 1904	7½ %	$40½ sales
Shanghai Land Investment Company, Limited	27,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,066	Interim of Tls. 3 for 1905	6¾ %	Tls. 120 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	12 %	Tls. 45 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Interim of Tls. 3 for 1905	6 %	Tls. 115 sellers
West Point Building Company, Limited	12,500	$50	$50	none	$1,247	Interim of $1½ for 1905	6¾ %	$55
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1904	17½ %	Tls. 46 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$30,000	$23,264	$1 for the year ending 31.7.05	7½ %	$13
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	Interim of 3 % a/c 1898	...	Tls. 40 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898	...	Tls. 60 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 22,050	4 % for 1897	...	Tls. 250 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	$100	$100	none	$20	None	...	$100
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£314	£770	1/3 per share for 1904	9½ %	$7
Campbell, Moore & Co., Limited	1,200	$10	$10	$8,000	$1,182	$3 for 1904	8½ %	$30
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	10 %	$10 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	...	Tls. 80 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$3,739	None	...	19
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$8,0000	$1,581	80 cents for 1904	8½ %	$9½
Dairy Farm Company, Limited	25,000	$7½	$6	$25,000	$2,864	$1.20 for year ending 31.7.1905	7½ %	$16 sellers
Green Island Cement Company, Limited	150,000	$10	$10	$400,000 $500,000	$95,054	$2 for 1904	7 %	$28½ sales
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$7,551	Final of $1½ making $2½	10 %	$25½ sales
Hongkong Electric Company, Limited	30,000 30,000	$10 $10	$10 $10	none	$2,151	$1.00 50 cents for year ending 30.4.1905	6¾ %	$15 buyers $14½ buyers
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	7 %	$225
Hongkong Ice Company, Limited	5,000	$25	$25	$60,000	$5,356	Interim of $4 for 1905	7 %	$235
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$60,000	$11,137	$10 for 1904	7 %	$152 buyers
Hongkong Steam Waterboat Company, Limited	15,000	$10	$10	$2,500	$88	Final of 50 cents making $1 for the year	7½ %	$13 sellers
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	Interim of $5 for 1904	9½ %	$145
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	4th interim of Tls. 7½ paid 15.12.05 making in all Tls. 22½ for 1905	10½ %	Tls. 210 sales
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 5 for 1902	...	Tls. 25 sellers
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. $53,619	None	...	$5 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	11,200	$50	$50	none	Dr. $10,455	None	...	$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,272	Tls. 8,011	Interim of Tls. 3½ for 1905	7 %	Tls. 128 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	9 %	Tls. 67½
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Interim of Tls. 6 for 1905	9 %	Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,297	Interim of Tls. 2	12 %	Tls. 64 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	Tls. 17,220	Interim of 15/- for 1905	4½ %	Tls. 150 buyers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $5,068	None	...	$20
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$1,134	50 cents for year ended 31.5.05	7 %	$7
Straits Ice Company, Limited	2,000	$100	$100	$25,000	$700	$5 for 1905	...	$160 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of Tls. 4½ making Tls. 8½ for 1904/5	7½ %	(Tls. 116 sales)
United Asbestos Oriental Agency, Limited	19,900	$10	$4	$22,000	$551	80 cents $19.80 for year ended 31.5.1905	9 % 11 %	$9 $180
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$30,000 $29,000	$6,000	Interim of 50 cents for 1905	8 %	$12½
William Powell, Limited	15,000	$10	$10	$4,500	$676	Final of 70 cts. making $1.20 for year 1904/05	11 %	$10½ buyers

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